

Leslie's

Illustrated Weekly Newspaper

Established in 1855

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AT THE DARDANELLES

The Schweinler Press

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LESLIE'S

ILLUSTRATED WEEKLY NEWSPAPER

The Oldest Illustrated Weekly Newspaper in the United States
Established December 15, 1855

EDITED BY JOHN A. SLEICHER
"In God We Trust"

CXXI THURSDAY, SEPTEMBER 16, 1915 No. 3132

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GERMAN HOLD ON BELGIUM



NEW BOOTS FOR THE ARMY OF OCCUPATION

German soldiers are equipped with boots instead of the shoes and puttees used by most armies. They are admittedly more serviceable than shoes, and the British Army is considering their

adoption, even though they are much more expensive. The German troops in Belgium are liberally equipped and are ready to resume the offensive whenever the word comes.

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A SONG DURING A REST BY THE WAY

German troops enjoying a halt that affords a chance for eating and singing. The soldiers frequently lighten their labors by singing. In the background of this picture is a huge building

under construction—one of the many buildings that are being erected in Belgium under the direction of the German government. From all indications Germany intends to keep Belgium.

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FLEETS OF THE AIR IN BATTLE

DRAWN BY CHARLES H. FORBELL FROM CABLED DESCRIPTIONS



ALLIED AIRMEN RAID GERMAN POSITIONS AND MEET A STIFF FIGHT

During the month of August the air fleets of both the Germans and the Allies were busy. The Allies devised a system of attack in squads that was very baffling to their enemies. On August 25th, 62 French aeroplanes raided an arms factory in Saarlouis and dropped many bombs. Several of the raiders were destroyed by German air craft. At about the same time 60 French, British and Belgian air

craft raided the enemy lines in the forest of Monthulst. German officers are quoted as saying that their air tactics must be revised to meet this system of attacking in force. Squadron Commander Arthur W. Bigsworth, of the British Navy, is officially reported to have destroyed a German submarine off Ostend, by dropping bombs on it from a sea plane.

EDITORIAL

LET THE THINKING PEOPLE RULE!

OUR OPPORTUNITY!

NEVER before did any administration have such an opportunity for constructive work at Washington as now presents itself to President Wilson.

The trade of the South American and the Central American republics is opened to us by the fortunes of war.

The urgency of establishing the dye stuffs and other industries of prime importance to American trade has been forced upon us as never before.

The need of adequate military and naval preparations is recognized by the nation.

The protection of the cotton growers and the transportation of their product over the seas involves delicate diplomatic negotiations.

The whole country has been stirred up at last by a patriotic desire to restore our Merchant Marine to the place it occupied before the War between the States.

A satisfactory peace with Mexico and the restoration of friendly relations with the neighboring Republic would give American industries an attractive and profitable market and protect American investments in railroads, mines and public utilities.

The need of additional railroad lines in some of the Western and Southern States and the crying need of capital for new industrial enterprises in every direction appeal for a cessation of destructive legislation and the busting and smashing policies that have been in force at Washington through Republican and Democratic administrations for the past decade.

Let us have a New Freedom, and a new policy—a freedom alike for capital and labor, a policy of protection alike for the cotton grower, the farmer, the manufacturer and the toiler.

Then will Prosperity fly back to us on the wings of patriotism and thrift.

THE LIGHT IS BREAKING!

NO statesman in the country ranks higher than Elihu Root of New York. None has had a wider experience in public life. Few have been as successful in the performance of the most exacting and exalted public duties. No living American possesses in greater degree than Mr. Root the winning power of forensic eloquence.

It has been said that the day of the orator has gone, but the appealing address made by Mr. Root as presiding officer before the Constitutional Convention of New York in opposition to perpetuation of the "invisible government" of the bosses, swept the convention off its feet and left the minority so small that it was pitiful.

Mr. Root, in advocating the short ballot, spoke of the sullen, deep resentment of the public over being governed by men not of their choosing. He did not disparage the character, the intelligence, or the leadership of those who had been the bosses in New York politics, including Fenton, Conkling, Arthur, Cornell, Platt and David B. Hill. He pointed out that at their offices the seat of power had been located and not at the office of the Chief Executive chosen by the people of the State, and that it was patronage upon which the invisible government of the boss must always rest.

He pleaded for a simplified government with authority centralized in a responsible head and deplored the fact that under the boss system "a different standard of morality is applied to the conduct of affairs of state than that which is applied to private affairs." Mr. Root said that he had been told that the Constitutional Convention could not change this condition. He declared that it could be changed, step by step, until instead of an irresponsible autocracy—indeffensible, unjust and undemocratic—control of the Government would be restored to the people. Seldom has a more eloquent utterance been heard in any deliberative body than the closing words of Mr. Root when he said:

Mr. Chairman, there is a plain old house in the hills of Oneida, overlooking the valley of the Mohawk, where truth and honor dwelt in my youth. When I go back, as I am about to go, to spend my declining years, I mean to go with the feeling that I can say I have not failed to speak and to act in accordance with the lessons that I learned there from the God of my fathers. God grant this opportunity for service to our country and our State may not be neglected by any of the men for whom I feel so deep friendship in this convention.

It is a tribute not only to the eloquence of the speaker, but also to the logic of his argument that his attitude was

THE PEOPLE ARE TIRED

BY GEORGE W. SIMMONS OF ST. LOUIS

THE demagogue who was so popular a few months ago has not made good. Business must always be regulated, but it has been regulated enough for a while and the people of the country not only have come to realize but are now making known the fact that what we want and will have is constructive legislation rather than destructive. They realize that we must have railroad expansion and development of the resources of our country—of the new wealth beneath the soil—that we must drain our swamps and irrigate our deserts, that our money must be spent for the eradication of disease in man and beast and growing things. The people are tired of political strife and of getting up each morning and looking into the paper to see what corporation the Attorney General would attack next, as we used to do some time ago.

promptly supported by the most eminent Democratic members of the Constitutional Convention, including ex-Lieutenant-Governor William F. Sheehan, John B. Stanchfield, and De Lancey Nicoll.

The work of the Convention will command the admiration and we believe the approval of the people and its best work has been done under the guiding influence of an able and impartial Chairman, Mr. Root.

LET THE PEOPLE RULE

A RIOT occurred at a bull fight in Madrid recently because the bulls that were brought in to fight were unusually small. The crowd was out for big bulls and big blood and joined in storming the arena until the police reserves were called in and drove the mob back. Bulls and Blood!

During a recent month 129 persons committed suicide in the State of New York, 33 of them by poison, 28 by suffocation, 19 by hanging and 10 by drowning. This world was not good enough for them or else too good!

In Georgia, the other day, a motor cyclist in an amateur race was thrown from a cycle by a slippery track. Immediately he mounted another machine exclaiming, "I'll win this race or break my neck!" In a few moments his machine skidded again, plunged him through a fence and he lay dead!

During the Lawrence strike, sympathetic, kind-hearted working people all over the country contributed thousands of dollars to aid the striking operatives. Of this amount over \$15,000 was missing. Four leaders of the Industrial Workers of the World were ordered into court to account for the money.

In a Western State recently a man bet \$40 that he could swim across a lake with 10 lb. dumb-bells tied to each ankle. He was drowned and the winner of the wager received \$40!

In New York a woman in a fit of rage because her husband couldn't get work tore \$45 in bills into small pieces and started a fire with the fragments. The police were called in. In court she said she was sorry!

These are samples of news items to be found every day in reputable journals. They require no comment.

THE PLAIN TRUTH

A MERICAN! A New York Democrat and a Tammany man at that has had the temerity to declare in favor of the nomination of an American for the high office of Sheriff. Ex-Senator Walter R. Herrick is responsible for this innovation and "Bill" Edwards, perhaps the most popular Street Cleaning Commissioner New York ever had, is his choice. It was Edwards who interposed his own body to save the life of the late Mayor Gaynor from an assassin and the same "Bill" Edwards who kept the streets of New York not only cleaned in summer but free from snow in winter, and thus won the admiration of all good citizens. What better choice could the people make for the high office of Sheriff? And he's an American!

REST! A day of rest was regularly provided by the gospel dispensation, yet meddlesome legislators are trying to deprive the people of it. *Zion's Herald* makes the remarkable statement that "Not less than 3,000,000 persons in this country are deprived of one day's rest

in seven; in New England alone during the past year no less than thirty-six different bills were introduced in the various legislatures to promote different kinds of amusements, all of them requiring additional labor on Sunday." Our Boston contemporary urges that the church should speak out with no uncertain sound in reference to its relation to labor and enter actively into the list to make itself felt. It says with truth that "the religion of Jesus Christ is the religion of the capitalist and of the laborer," and that is the paramount message of the church. True as Gospel!

MUNSEY! In selling his *Baltimore News*, Mr. Frank A. Munsey, the eminent and oftentimes audacious publisher, announced that he had given up his purpose to establish a chain of newspapers in the leading American cities. His theory, he said, seemed to be sound, but it was impracticable, because every newspaper to be successful must have individual ownership. Chain stores, in various lines of merchandise, are said to operate successfully. Even Mr. Munsey has found this out with his chain of groceries. But a newspaper is more like a living entity. It speaks for the community it serves and its voice is most potential when it is that of a resident citizen. In this Mr. Munsey is correct, but we still believe that some day a chain of sane, sensible, conscientious daily newspapers will be established, and that it will be found both practicable and profitable.

JUSTICE! The Colorado State Federation of Labor charges that the union miners of that State under sentence for murder were convicted by a jury packed by the Colorado mine owners, and appealed to the Federal Commission on Industrial Relations to investigate their charges. These are serious charges, but the significant thing is that they were heard also in the McNamara and other cases where there was no doubt of the guilt of the parties convicted. The courts deal justice to labor and capital alike. Samuel Gompers and John Mitchell were sentenced to one year's imprisonment for contempt of court, but neither one of them served a single day in prison. Who was it that was able to hold up the sentence until the court was in a position to decree that the statute of limitations made it inoperative? Clarence S. Darrow, famous as the defender of the McNamara brothers in the Los Angeles dynamiting case for a fee of \$35,000, recently sneered at the United States Supreme Court as consisting of "a number of old gentlemen who are seldom seized with any new emotion." In the same connection he counseled resistance to the militia, the very thing which caused bloodshed in Colorado. The fact that the Supreme Court is not seized with a new emotion every day induces one to trust it to render impartial decisions.

UNFORTUNATE! We fail to find in any newspaper of prominence a defense of the appointment of an inconspicuous attorney, like Walsh, as Chairman of the United States Commission of Industrial Relations. The Boston *Congregationalist* says that Walsh will "go down along with Minister Sullivan of San Domingo among the unfortunate appointments of the Wilson administration." It asks why the President could not have chosen for the Chairmanship of the Commission "some man of acknowledged authority on the subject to be investigated—a man like Professor Graham Taylor, for instance." Perhaps the reason why President Wilson has been so unfortunate in some of his appointments and some of his policies (that regarding Mexico in particular) is due to the fact that temperamentally he has not the faculty of acquiring friends. A revelation of the inner life of the President is made by his former intimate associate and confidant, William Bayard Hale, in a letter to the *New York American*. He says the President has conducted our foreign relations practically alone. He adds: "The President is not an authority on international law, nor could he pretend to any particular knowledge of international relations, historical or contemporaneous, save what may have come to him while in office. He is not a student of the map. He is not a traveled man. He has never written, nor spoken, so far as can be remembered, on the political affairs of other nations. His one passion is English political history." Mr. Hale says that two of the ten members of his Cabinet were born subjects of the King of England. He refers to the fact that Great Britain in the stress of war turned to a coalition cabinet made up of representatives of both political parties. We have no doubt that if President Wilson, instead of entrusting the Department of State to Mr. Bryan, after the sinking of the *Lusitania* had called into his council ex-Secretaries of State Olney, Root and Knox he and the country would have profited thereby.

FLOODS DESTROY 100,000 LIVES



FLOOD REFUGEES ON NEW BUND, CANTON

The Chinese floods of this summer are said to have been the worst in the history of the country. Large areas of Canton were submerged and a great expanse of flat country back of the city was swept by the raging rivers. Although floods are of frequent occurrence in China the people are too poor to prepare for them and the loss of life is terrible. The number of lives lost is estimated at 100,000. The destruction of property is great and many thousands are destitute. China and Japan are extending relief, but the demand is more than they can meet. The various missions in Canton and vicinity are doing all they can, and the United Brethren Mission has asked LESLIE's to publish its appeal for funds. Contributions sent in care of LESLIE's will be acknowledged and forwarded promptly, or they may be sent direct to the United Brethren Mission, Canton, China.



LIVING ON THE ROOFS OF HOUSES ALONG WEST RIVER

A personal letter to the editor of LESLIE's gives a graphic description of scenes in Canton during the flood. It says, in part: "Dr. Start came up to see us on Sunday. His school is in Sai Kwan, the western suburb of Canton and it had nine feet of water in it. The sampan people wanted \$150 to take him and ten scholars to a place of safety. They could not pay that sum and lived in the upper story of the house on rice and some provisions that a boy obtained by swimming to a store. Finally Dr. Start got away with his scholars. He said the condition of the water was something too awful—dead bodies among the debris being quite frequent—and this was the water they had to drink and cook with. He told of a baby with \$300 tied to it floating down stream in a tub. A Chinaman took the money and left the baby, but another man from the same village was more humane and saved the child. Now the people of the village are scolding the man who took the money. The English consul organized a rescue service and took care of all the English residents, but I hear that our own consul was not so efficient." Thousands of natives lived for days on the roofs of houses, where many of them were threatened with starvation. The water rose into the foreign quarter of Canton and caused great inconvenience, but it is not reported that any foreigners lost their lives in that section. Bad fires broke out in the city while the flood was at its height and did much damage. Hundreds of square miles of country along the rivers that flow through Canton have been swept clean of crops, houses and live stock.



HORRORS OF FLOOD AS BAD AS THOSE OF WAR

Corpses floated in the streets of Canton for days, mingled with the bodies of animals. Sanitary conditions, always bad, were beyond description. Boatmen and bad characters robbed the survivors.

PICTORIAL DIGEST OF



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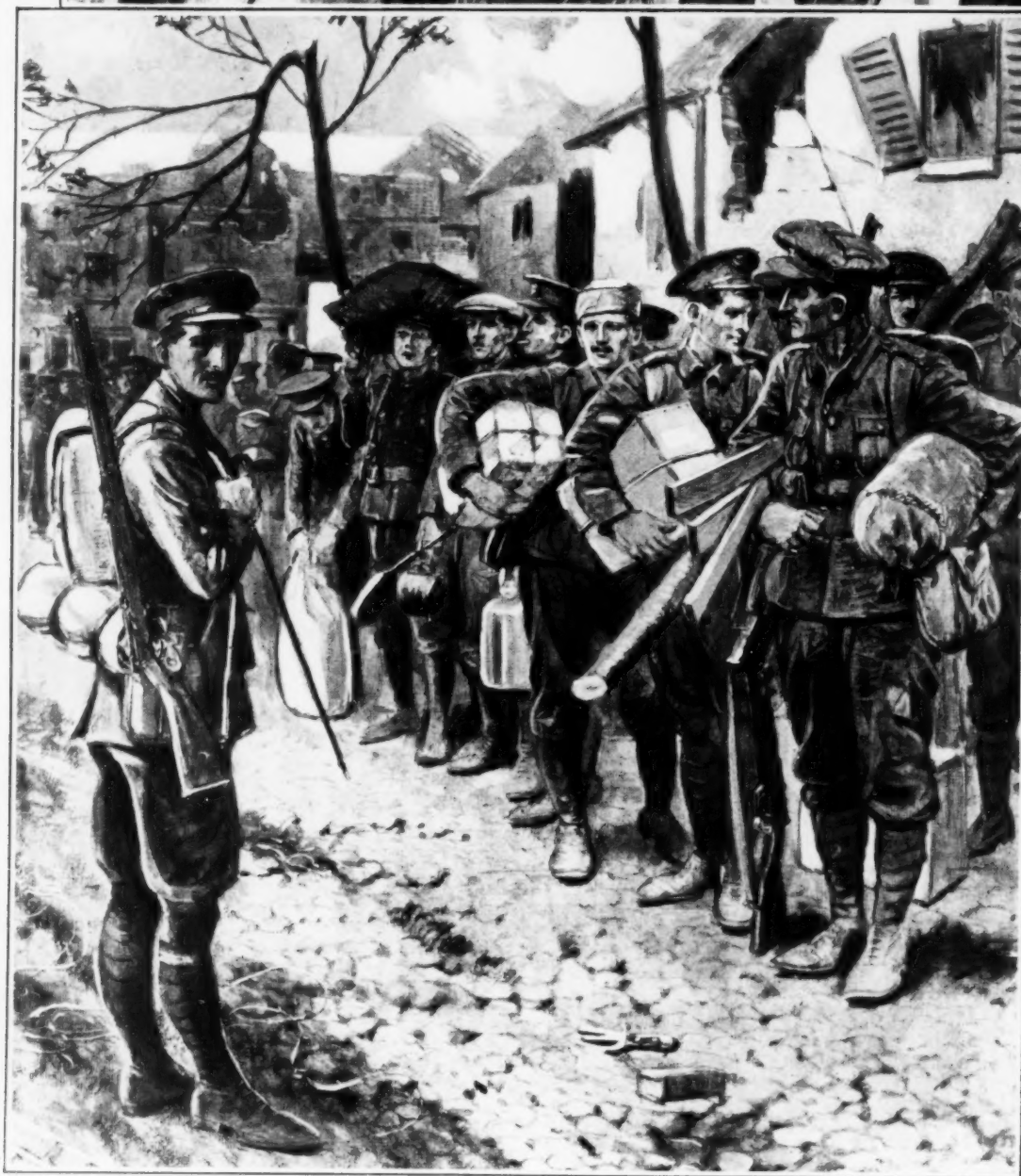
VETERANS LEARNING TO BE BLIND

French soldiers who have lost their eyes in the service of their country are being cared for in special homes. Paul Renouard, a well-known French artist, here pictures the feature that most impressed him on a recent visit to the home for the blind maintained in Paris by the society called "Les Amis des Soldats Aveugles." These men, who must spend the rest of their days in darkness, are being taught to read the raised type of the blind and are being instructed in such industries as they can best follow. France can care for her blind soldiers, but it is realized that they will be much happier if occupied at something useful than if they spend their time in idleness. All the warring countries have the same problem to meet. The gases used in warfare are said to blind many of their victims.

COURTESY LEON-GRAPHIC SERVICE

THE START FOR THE TRENCHES

This drawing, from a sketch by a non-commissioned officer in the City of London regiment, shows how the British soldiers leave their billets for the first-line trenches. They carry with them food, fuel and extra clothing, as they will be for several days where supplies are difficult to get. The *London Bystander* tells of a regiment of Kitchener's army on its way to the trenches for the first time meeting a Scottish regiment coming back from the firing line. "Are we down-hearted?" roared the recruits. "No," replied the Scotch, "but you jolly well will be when you've had a look at it." Trench warfare is the hardest and most unromantic form of fighting known, and takes the heart out of all but the strongest men.



THE WORLD'S NEWS



BRITISH ARMORED CARS IN ACTION IN FLANDERS

Armored cars are much used in the level country of western France and in Flanders, and this sketch shows one of British design that has operated around Ypres with great effect. On one occasion the British line had been beaten back and part of the first trenches were in the hands of the Germans when the arrival of several of these

cars saved the day. They are impervious to rifle fire, but shells are dangerous to them and they have to keep on the move when under fire to prevent the enemy from getting their range. They carry machine guns and one car can develop as heavy a volume of fire as a whole company of infantry.



BAD BLAZE IN MONTREAL

On August 27th, Montreal, Canada, had a bad fire that for a time threatened to devastate the city, and which caused the serious injury of eight firemen. The blaze started in the plant of the Philip Carey Company, manufacturers of roofing material, and as the contents of the building were highly inflammable the fire was soon such a hot one that the entire city fire department was called out. After the flames were under control a wall fell, crushing many firemen. The loss was over \$100,000.

THE TRUTH ABOUT ALASKA

NO. III. THE LAST AMERICAN FRONTIER

BY JOHN A. SLEICHER



ANCHORAGE, THE YOUNGEST CITY IN THE UNITED STATES

This represents the shacks and tents of "squatters" on the government reservation at Cook's Inlet, Alaska, from which point the government railroad to the Matanuska coal fields is being built. The site of Anchorage City is to the right on a rise of ground. Here

the government has sold some 600 lots at auction for nearly \$150,000. The town has a population of 3,000. Cook's Inlet is seen on the right. Another successful auction sale of government lots was recently concluded.

CORDOVA has a longer railway connecting it with the interior of Alaska than has Seward. The copper mines in its vicinity are splendid producers. It has the Bering coal fields—said to be the best in Alaska (but that is yet to be proved)—close at hand. Abundant capital backs Cordova's enterprises and there is no reason why they should not yield satisfactory results. On the other hand, if the government will prosecute its railroad enterprise at Seward and open the coal fields on a purely business basis, without regard to politics, the future of Seward should be assured. A number of its leading citizens including Major Ballaine, Mr. T. W. Hawkins and Captain Anderson of the Seward bank are preparing a booklet setting out the attractions of Seward, in the growth of which they have implicit confidence.

At Seldovia, 150 miles from Seward, I noticed at the salmon cannery, managed by Mr. Randolph, that Alaska coal, a sort of lignite, was being burned in the large boilers. He told me that he obtained it a few miles from Seldovia, on the shore of the bay. It was taken from a surface vein by natives and delivered to the cannery at a net cost of about \$4 a ton and was equal in heat units to Washington coal. At Seward, bituminous coal from British Columbia was selling, Mr. Hawkins told me, at \$17 and anthracite at \$32 a ton. The difference between this cost and that at Seldovia is so marked that it sharply emphasizes the feeling of indignation in Alaska over an impracticable policy of conservatism that has kept its coal mines closed. Whether the mines be opened by public or private capital concerns the people very little. They need coal at a reasonable price. They could get it at their own doors. They don't see any reason why they shouldn't. Neither does any person who is familiar with the situation. Yet the government stands in the way.

Alaska has less than 500 miles of railway, yet it comprises an area one-fifth as large as the United States. I doubt if any of its railroads pay, excepting the small ones built to meet local needs.

GLORIOUS MOUNTAINS

One hundred and thirty-eight miles from Seward you stop a moment at the salmon cannery dock at Port Graham and then fifteen miles farther arrive at Seldovia. On a clear day you will see Mt. Iliamna and Mt. Redoubt on the left, with curls of smoke constantly issuing from the top of the former, which had its latest violent eruption 60 years ago. You are in the volcano region. These superb peaks, one 12,000 and the other 11,000 feet high, are covered with snow and stand up in the distance like gigantic snow piles burnished by the sun—a sight worth the journey to see. As you sail up Cook's Inlet you will enjoy a rare experience if the sun at noon is as bright as it was on the 24th of July when I made the trip. On the promenade deck of the steamer on the right you face a long range of snow-covered mountains, the cool breeze from which makes you feel the need of an overcoat. Stepping over to the left side of the deck you find the sun so warm that you need the thinnest summer suit. The difference in temperature is at least 20 degrees.

"The newest town in the United States in its last territorial possession" is what Purser Carl Strout of the *Watson* calls Anchorage, the spot on Cook's Inlet over 250 miles northward from Seward which has been selected as the construction terminal of the government's new railroad up to the Matanuska coal fields and thence on some 400 miles to Fairbanks. Lieut. Mears of the U. S. Army Engineering Corps is in charge of the formidable work. No one will ever accuse him of loquacity, but he commands the confidence of his associates and of the shipping and business interests that deal with this section of Alaska. Anchorage had 2,500 to 3,000 inhabitants on July 25th, when I was landed from a motor boat at high tide on its steep mud banks and walked through dust a foot deep to the official headquarters. Last April when

the first steamer of the year, the *Admiral Evans*, came in, there was nothing of Anchorage but a waste of poorly timbered land on a small rise of ground with no deep-water harbor and no chance that it ever could be made such because it is ice-locked for five months of the year. On July 10th the United States Government had an auction sale of lots in Anchorage and 655 lots 50 x 130 feet in dimension were sold, at the rate of a lot in one and a half minute, for \$148,980, some bringing \$1,100 apiece, but the average price was \$225.

The sale continued at intervals during a week and was conducted by Andrew Christiansen, Superintendent Sales Chief of the Field Division of the General Land Office for Alaska. General Agent Watson of the Admiral Line, who witnessed the auction, said that the crowd of men in sweaters and overalls didn't look as if it had



VALMADGE CROOKER
ALASKA'S PRODUCTIVE SOIL
Two turnips weighing six pounds and a gigantic head of lettuce grown at Uyak Bay, Kodiak Island, Alaska.

50 cents, but the bidders put up \$50,000 cash before the sale was over. The town site includes liberal reservations for public buildings and a cemetery. The latter already has two interments.

FORCED TO SELL LOTS

I asked the reticent Lieutenant Mears what he thought of the government's going into the real estate business in this way and he replied, substantially, that a crowd came on its own impulse and squatted all about the plots reserved for the government's construction work. What else could the government do but sell building sites upon which the people could settle down and live? This is not unreasonable, but if Anchorage fails to realize the expectations of the lot buyers they will not forgive nor forget the government. This is human nature. Some shrewd business men have faith in Anchorage, among them W. T. Fowler, President of the Pacific Grocery Company of Everett, who has opened the first wholesale store in the new town. A spring of good water helps to supply Anchorage, but it has no drainage system and is a city of shacks and tents, such as you see only on the frontier, and Alaska is our last remaining frontier. It is noteworthy that Anchorage labor commands \$3 a day, which is

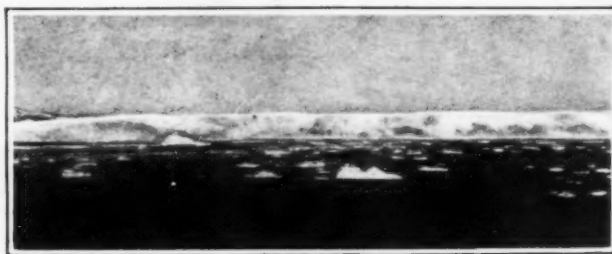
moderate when the cost of living is considered. I heard that it had hundreds of idle men. Prohibition prevails, though water is sold by the pail, and there had been only one arrest during the past six weeks. A fine exhibition of Uncle Sam's indifference to Alaska's needs is found at the Anchorage post office. The crowd stands in line and some wait all day to get their mail, but no extra clerks are provided to meet the emergency.

The government is building a railroad from Anchorage to Fairbanks primarily to open the rich intervening country, not principally to reach the Matanuska coal fields. This at least is the statement of those connected with the work, though the general impression of the country is to the contrary. If the government has decided to embark in the business of opening up remote sections everywhere, it will have its hands full and the pork barrel will find a new excuse for its increasing size at every session of Congress. It was announced that the government had taken over the Alaska Northern Railroad extending from Seward 72 miles toward the Matanuska coal fields and proposed to extend the line to these fields and up to Fairbanks. Little is being done to extend the existing line toward Seward, but a new railway from Anchorage 65 miles northward to the coal fields is being pushed ahead in the hope of finishing it before the close of 1916 and thus opening the Matanuska coal fields to use. From Girdwood, the present northern terminus of the Alaska Northern, the cost of construction will be very heavy and it was deemed more expedient to

(Continued on page 302)



LIEUTENANT MEARS,
U. S. A.



COLUMBIA GLACIER
The most beautiful sight in Alaska.

ALASKA

THE LAST STRONGHOLD OF THE HARDY AMERICAN PIONEER



A POND OF ASHES AT KODIAK, ALASKA

The white spot in the foreground was formerly a skating rink. It is now filled four feet deep with ashes from the eruption of Mt. Katmai, three years ago.



WHAT UNCLE SAM'S NEGLIGENCE IN ALASKA COST

Steamship *Bertha* ran aground July 19th at Uyak on a sand bar. If the government had marked the bar with a buoy or any kind of aid to navigation the vessel would not have been lost.



RESCUED SEAMEN

Crew of the burned steamer *Bertha* being taken aboard the steamship *Admiral Watson* at Uyak Bay, Kodiak Island, after the destruction of the *Bertha* by fire caused by spontaneous combustion of lime when the boat sprung a leak after running on a sand bar.



WAITING FOR THE MAIL

At the new town site of Anchorage on Cook's Inlet, Alaska, several thousand settlers gathered awaiting the sale of the town site by the Federal Government. The mail facilities were so inadequate that some persons waited at the post office twenty-four hours to get letters.



SELLING LOTS AT AUCTION IN THE NEW ALASKA CITY OF ANCHORAGE

Agent Christensen of the Land Department at Washington selling lots at the rate of $1\frac{1}{2}$ a minute on the government site and taking in nearly \$150,000. Anchorage is the terminal point from which the government railroad is being built into the Matanuska coal fields.

THE TREND OF PUBLIC OPINION

BY CHARLTON BATES STRAYER

GERMANY **SEES A GREAT LIGHT**

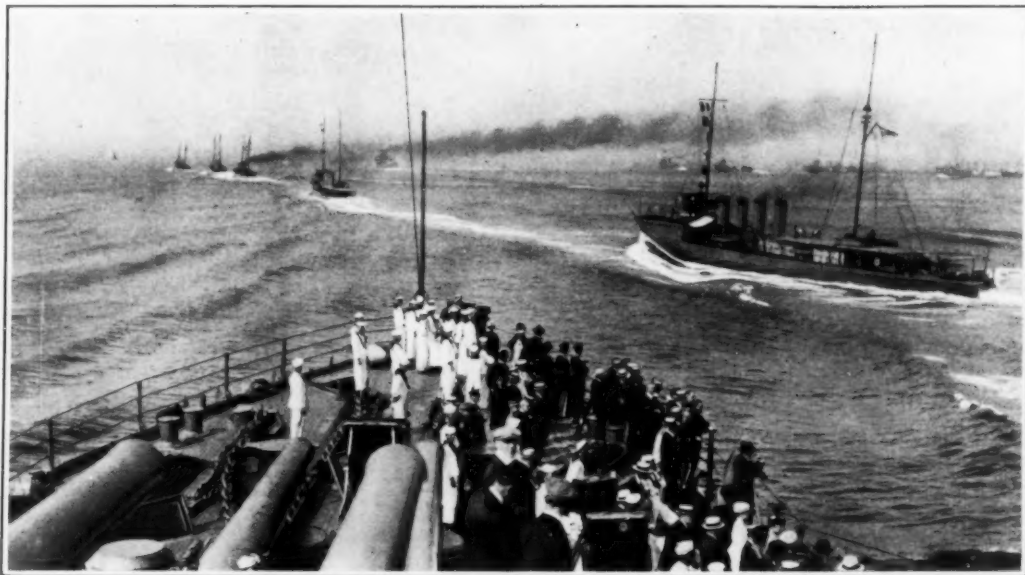
At this writing it seems that the differences of this country with Germany over the submarine warfare of the latter government will be adjusted, Berlin having promised to cease torpedoing liners without warning and to submit questions of compensation to the Hague tribunal. The British press thinks that the United States accepted too little and the German papers say that Germany yielded too much. Chancellor von Bethmann-Hollweg advocated making concessions to avoid a diplomatic break with the United States and Grand Admiral von Tirpitz opposed him. It is a pretty story that these two journeyed from Berlin to Russian Poland to lay their respective pleas before the Kaiser, who is at the front, and that His Majesty decided that the proverbial friendship with the United States must not be ruptured. Harder to believe is the report that the submarine that sunk the *Arabic* has been destroyed by the British. When the enemy is potting submarines right along it would be very inconvenient for the craft that brought American wrath to a head to come safely into port; and as nobody but the German Admiralty can have any knowledge of the operations and whereabouts of undersea boats the report that this craft has never been heard from cannot be questioned—at least until the end of the war. Its non-return relieves the German government from the unpleasant necessity of punishing its commander. An apology and a promise to do better hereafter will wipe the slate clean.

GREAT BRITAIN TAKES WARNING

The inevitable result of Germany's yielding to pressure from America in the matter of submarine methods was the relenting of Great Britain in its policy of holding up American shipping destined to neutral ports. Neither Germany nor Great Britain yield because they love us, nor on account of any sense of justice, but because they do not want our enmity. Germany was particularly adverse to getting embroiled with the United States at this time because such an event would have an unfavorable reflex effect in the Balkans. Great Britain cannot afford to allow the United States to transfer its affections from London to Berlin. Hence we are told that the Orders in Council that have resulted in so much annoyance and loss to American importers and exporters are to be enforced with less severity and German commerce with American ports is to be allowed to resume within limitations. As a beginning \$150,000,000 worth of merchandise that has been tied up on the docks of Dutch ports for months will be allowed to take ship for this country. These goods originated in Germany and many of them were paid for before the Order in Council went into effect in March. Further changes in the British naval policy will be required if that nation is going to give the United States its neutral rights.

OUR SUBMARINES FOUND UNSAFE

The naval board appointed to inquire into the loss of the United States submarine *F-4*, which sank in Honolulu harbor March 25th, has made a preliminary report which states that the craft had inherent defects that made it unsafe, and that further, all four boats of the *F* type have similar defects. The report states that the condition of the hull plates, at the time of the disaster to the *F-4*, was good and that the electric motors were in good condition, but that the oil burning engines had inherent defects which are common to all boats of the same type. The storage batteries are pronounced faulty and particularly liable to generate



CONFERENCE OF GOVERNORS REVIEWS FLEET

On August 25th the Conference of Governors, in session in Boston, viewed the maneuvers of the Atlantic fleet from the U. S. S. *Wyoming*. The photograph shows them on the deck of the battleship watching a flotilla of torpedo boat destroyers off Boston Light.

poisonous chlorine gas and explosive hydrogen gas. The boat, in common with others of its type, had always been irregular in its diving operations, and its successful handling is said to have been due more to the skill of its officers than to the good qualities of its design. It is also stated that the officers and men knew that the boat was unsafe when they went on its last cruise. This report makes it appear very much as if the 22 men who went to their death in this ill-fated craft were victims of inefficiency and leads to the unpleasant thought that more of our officers and seamen may be sacrificed. The *F-4* was found, when raised, to have several large holes in her hull, but a preliminary survey failed to show whether they were the cause of the disaster or had been made by the salvage operations. The interior was filled with mud, and the bodies of some of the victims were recovered in an unrecognizable condition.

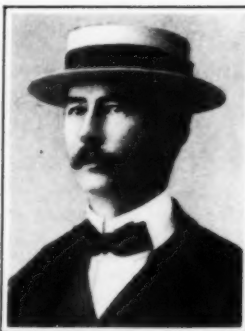


ADMIRAL VON TIRPITZ

Who is said to have been forced to yield in the matter of submarine activities against passenger ships.

GOVERNORS FAVOR NATIONAL DEFENSE

The Conference of Governors, which met in Boston late in August, was attended by 26 governors and ex-governors of States, and discussed many questions, chief among which were the proposal for greater executive responsibility and preparedness for national defense. On the former topic ex-Governor William A. Mann, of Virginia, advocated allowing governors to submit legislation to the lawmaking bodies, and to appeal to the people on any measures that were rejected by the legislators. Governor Moses Alexander, of Idaho, said that it is essential that the executive have more power and more responsibility. Ex-Governor Alva Adams, of Colorado, took the opposite ground, stating that any tendency to increase executive authority was a drift away from democracy. "No man," he declared "ever had any power that he did not exercise to the utmost." On the subject of national defense Governor Edward F. Dunne, of Illinois, advocated a militia of from 1,000,000 to 1,500,000 men and an increase of 100,000 men in the standing army. Governor Fielder, of New Jersey, alluded to our present condition as "our pitiful inability to resist attack." Ex-Governor McGovern, of Wisconsin, said that the problem called for the education of adults as well as the youth of the country and



COL. E. M. HOUSE

The President's confidential adviser, with whom it is denied he has had a break over Mexican policies.

denounced the various peace societies as having "overpersuaded us until, even when we have spent money freely for fortifications, we will not tolerate a regular nor citizen soldiery."

THE White IS COL. HOUSE taken the OUT OF FAVOR?

President Wilson has differed with his friend and confidential kitchen cabinet premier, Colonel E. M. House, to such an extent that they are no longer friends. The story is that Colonel House, who is a Texan and has pronounced views on the Mexican question, insisted upon the recognition of Carranza as ruler of Mexico. The President refused to listen. This may or may not be true,

but it makes of especial interest a letter recently published in a New York newspaper from William Bayard Hale, another of the President's confidential emissaries. Mr. Hale emphasizes the President's aloofness, his lack of ability to take advice and the mediocre qualities of his official family. He says: "It is the most serious criticism upon Mr. Wilson that he has never shown a disposition to surround himself with high-class men. This was the best founded of the charges against him when he was the head of Princeton. His cabinet is a cabinet of nobodies. As a gathering of political curiosities it might be notable. As a council of national direction it is contemptible." Coming from Mr. Wilson's campaign biographer and the man whom he sent to Mexico to report on conditions there, this is pretty nearly inside work.

DEMOCRACY OR AUTOCRACY

THAT nationality has reached its limit and must for the security of the world be put second to humanity and brotherhood is a doctrine which Mr. Darwin P. Kingsley, President of the New York Life Insurance Company, is ably expounding. In an address before the Berkshire County (Mass.) University Club, Mr. Kingsley developed the idea that life insurance is a force making for the brotherhood of mankind, as it extends beyond national lines and takes in men of all realms, races, colors and creeds. He believes in a league of nations based, like life insurance, on a world citizenship. The world, Mr. Kingsley remarked, had grown very small, owing to the progress of humanity, and there was at the outbreak of the great war in Europe, according to the nationality principle, actually a lack of room. In its international relations the world was living in an age of pure savagery. Within the bounds of each nation there was safety, good order and justice, but in international relations there was peril to every citizen of every nation. Eight great powers each claimed to obey no law but its own. Conditions which put all mankind in instant touch should have brought about a better understanding between men. But outside of life insurance and some phases of commerce nothing of the kind had happened. The development of science, the growth of commerce and other factors of progress had been perverted to multiply implements of war and death and to create remorseless cruelty in human hearts. Internationally we are now, in Mr. Kingsley's view, in a period blacker than the dark ages. Every man appears to live in two worlds, one civilized, the other savage. Unless the peoples of the globe organize and civilize the international overworld, and create a new order on the basis of humanity, Germans, or some other people believing as the Germans do, will, he predicted, prevail and establish a universal empire. We must have either autocracy or democracy. Mr. Kingsley insisted that democracy must and will organize the world according to the law of life insurance, which is the law of brotherhood. Let the nations be so organized and there will be room enough for all on the earth and to spare.

WATCHING THE NATION'S BUSINESS

BY THOMAS F. LOGAN, LESLIE'S WEEKLY BUREAU, WASHINGTON, D. C.

FOUR MEN STOP PROSPERITY are now sitting upon the lid of prosperity in the United States. These four men constitute the majority of the Interstate Commerce Commission. This majority has the power to make or break the railroads of the United States. As a result of the decisions of the majority, the railroads are near the breaking point, as one-eighth of all of them are in the hands of receivers. They are forced to make enormous expenditures for operating their lines, but the law of supply and demand has been nullified with reference to their revenues. It is not denied by anyone that freight rates are lower in the United States than in Europe, but every effort made recently by the railroads to fix rates that would be remunerative and in line with good business practice has failed. The recent Western rate case was typical. The roads received about one-sixth of what they asked and needed and the reason why they failed to obtain justice was because one or two roads, in the past, had been mismanaged. Two of the commissioners, handing down dissenting decisions, inferentially called attention to this fact. These two commissioners were James S. Harlan and Winthrop More Daniels. The balance of the commission, which dealt the blow at the already crippled railroads, is composed of Judson C. Clements, Edgar C. Clark, Charles C. McChord, Balhasar H. Meyer, and Henry Clay Hall. The only public or private experience that Harlan has ever had was as a lawyer and as attorney general in Porto Rico. Daniel was a professor of political economy at Princeton. Clements was a lawyer and member of Congress. Clark, back in 1873, was a railroad conductor and later was an official of the Order of Railway Conductors of America. McChord was a lawyer and member of the Kentucky legislature. He represented that State in a number of rate cases. Meyer was a professor of political economy in the University of Wisconsin. Hall was a lawyer, lecturer on law in the Colorado College, and for a time was general counsel for the Arkansas, Louisiana and Gulf Railway Company. In other words, four lawyers, two professors, and one railroad conductor are now running the railroads of the United States. Not one of them has ever been associated with the actual management of a railroad. Not one of them knows by experience the difficulty of obtaining capital for developments or the difficulty of making income exceed outgo. There happens to be a railroad man, Frederick A. Delano, on the Federal Reserve Board, which regulates the banks, but there is not one on the Interstate Commerce Commission, which governs the railroads of the United States, the nation's second largest industry. Is it any wonder that one-eighth of the railroads are in the hands of receivers?

WILSON RIGHT AND WILSON WRONG FORMER President Roosevelt struck the very keynote of the American system of government when, at Plattsburg, he said that the country ought to be with the President, any President, when he is right, but not when he is wrong. Woodrow Wilson was right when he said in one of his books that there was need for centralization of power in the hands of the Speaker of the House of Representatives. Without such concentration, he said, the House would run wild. He was wrong when, as President, he approved the movement which resulted in stripping the Speaker of all power, as was shown by subsequent events. He was wrong when he said that the different factions of Mexico should be permitted to shed blood without interference from the United States. He was right when, later on, he reversed himself and approved of the measures designed to restore peace of Mexico. He was wrong when he told



DIRECTORS OF NAVY LEAGUE URGE DEFENSE PLANS

The directors of the Navy League, representing a membership of 11,000 men and 15,000 women, met August 30th in New York and passed resolutions urging the building of a greater navy and the forming of a Council of National Defense. It was also suggested that the promotion of officers of the navy at an earlier age would contribute to naval preparedness, as would also a naval reserve of 50,000 men.

Congress a year ago that the country was amply prepared to take care of itself in case of war. He is right now in changing front and asking the Secretaries of the War and Navy Departments to prepare plans for an adequate defense and an army of 300,000. He is right in pressing the issue with Germany to a conclusion satisfactory to America. He is wrong in delaying a conclusion of the issue which relates to Great Britain's interference with neutral commerce. He was wrong in refusing at first to consult the bankers of the country about the Banking and Currency Bill, but he was right in his final decision to accept amendments to that bill and pressing it to final passage. He was right on the currency bill and wrong on the tariff bill. He was wrong in his hasty approval of the Seaman's Bill and he is right now in resolving to have it amended at the next session of Congress. The President is right in doing his best to keep this country out of the riot in Europe. It is not a private fight, and anybody can get in, but sensible nations will not accept the opportunity.



ADMIRAL BENSON
Chief of Operations of the U. S. Navy, who will have a great deal to say about our program of naval development.

A MISTAKE WILSON REGRETS WHEREVER the socialistic suggestion of Frank P. Walsh that all inherited estates over a million dollars be confiscated by the government is discussed, the question is asked: "Who foisted the erratic chairman of the Industrial Relations Commission on President Wilson?" Most persons, of course, are aware that the President is thoroughly displeased with Walsh and his recommendations, realizing that the usefulness of the commission has been destroyed. But there has been wonderment everywhere as to whence and how Walsh came to be appointed. This is the answer: Walsh was a lawyer of Kansas City, Missouri. He was a Democrat, but always played an independent part in city elections. Even his friends could never tell where his logic would lead him. He became associated with the Hearst Independence Party movement. Later on, when Wilson was nominated for President, Walsh appeared at Democratic headquarters in New York and was given a desk in a room by himself. It was understood that he was organizing the "social settlements" for Wilson. None of the regular managers or workers at headquarters knew much about him or his

work. Mrs. J. Borden Harman was also at headquarters. After President Wilson was inaugurated, he began to select the members of the Industrial Relations Commission. His first selection was Walsh. He made this selection on his own initiative. No member of the Senate or House, neither the politicians nor Colonel House, suggested the Kansas City lawyer. Million-dollar Walsh was the President's own find. And the President has regretted the mistake ever since.

ANOTHER BIG PORK BARREL THE widespread demand for national defense induces many persons to believe that Congress will hasten to provide liberally for the army, navy, and coast fortifications at the next session. It seems to be assumed that Congress will make a big lump appropriation, leaving the disposition of the money to the President and his advisers, particularly the Secretaries of War and the Navy. There is talk of a plum of \$500,000,000 to be handed over to the Executive Department, to distribute as it thinks best for the national welfare. Nothing could be further from the thoughts of Congress. When money is to be taken from the Treasury, or to be raised by bonds or notes, in such huge sums as will be needed for national defense, Congress proposes to have a hand in the disposition of the spoils. Every effort of executive officers of the government to secure lump-sum appropriations for meritorious public works, has been squelched by Congress. Every request for unlimited authority to dispose of money has been turned down. Congress may appropriate liberally for national defense—it seems probable at this writing that it will—but it certainly will dictate the method of expenditure. Herein lie the seeds of bitter controversy. There are members who represent districts in which arsenals are situated, and others who have navy yards in their districts. There are scores of other Congressmen who can offer ideal sites in their districts for arsenals or navy yards, or both. It is a poor Congressman who cannot see the possibilities of enriching his district at the expense of the Treasury. Naturally, the districts will demand something, or the Congressman need not come home. The pressure between Congressmen-who-have and Congressmen-who-have-not will be terrific.

REDFIELD REMAINS IN THE CABINET REPORTS that Secretary Redfield, of the Department of Commerce, is scheduled to walk the plank from which Secretary Bryan took his high dive are denied officially. While it is true that some of the advisers of President Wilson feel that Mr. Redfield has antagonized American business men by charging them with being inefficient, and while it is also true that the President was not entirely pleased at the crude manner in which the *Eastland* investigation was conducted at Chicago, there is a strong disinclination at the White House to make any further changes in the Cabinet. Mr. Redfield owes his place in the Cabinet to several anti-protection speeches which he delivered in the Sixty-second Congress, while serving as a member from Brooklyn. He was in business himself and the opinions which he expressed with reference to the tariff were regarded as rather remarkable, coming from a business man. It is generally admitted now that the existing tariff has not been satisfactory; that if it had not been for "war orders" serious harm would have been done to American business. Mr. Redfield's speeches have not served to placate the business men of the country. They feel that they have suffered enough from foolish and unenlightened legislation, without having the head of a supposedly constructive department of the government aiding in the campaign of industrial destruction.



WILLIAM C. REDFIELD
Rumors of whose early retirement from the Department of Commerce are denied from the White House.

SEEN IN THE WORLD OF SPORT

BY ED A. GOEWY (THE OLD FAN)



GEORGE FOSTER



"BABE" RUTH



JOE WOOD



TY COBB



BOB VEACH



SAM CRAWFORD



FAR EASTERN OLYMPICS

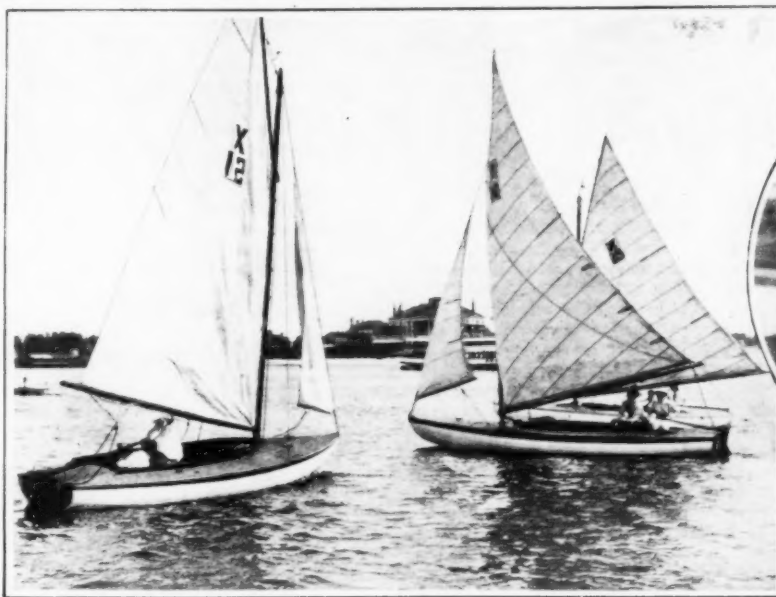
Kuo Yu Pin, a Chinese, winning the 880-yard run in 2 minutes and 6½ seconds, at the Far Eastern Olympics held in Shanghai, China, this year. The second man is a Japanese. In these games, in which representatives from China, Japan and the Philippines took part, Kuo Yu Pin, who is only a schoolboy, so distinguished himself that he gives promise of bringing unusual athletic honors to his country if he takes part in the next general Olympic meet. He made one mile in 4 min. and 52 sec.

BASEBALL'S "BIG SIX"

Upon the shoulders of these six men probably rests the fate of the Boston Red Sox and the Detroit Tigers in their struggle for the 1915 American League pennant. On the one side are arrayed Wood, Ruth and Foster of the Red Sox, who outrank any other three pitchers possessed by any single team in baseball; and on the other are Cobb, Crawford and Veach, the greatest slugging outfield in the national pastime. Wood was the hero of the 1912 world's series, when his team defeated the New York Giants for the game's most coveted prize. Ruth is the hardest hitting pitcher in the baseball business and has had a batting average but little behind the "Georgia Peach" most of this season and Foster has won more games than any of the Boston tossers. Cobb, the leading hitter and base stealer of the Johnson organization, is probably the best all-round player of to-day, Crawford is one of the game's best extra-base sluggers and run makers and Veach is a batsman way above the average. Right now it appears as if the Detroit and Boston teams will be principal contenders for the bunting until the final gong, and the question agitating the fans is: which will win out, hard hitting and superior base running, or exceptional skill in the box, backed by the exceptional batting ability of Ruth and Wood?

A LAMENT

Yep, times have changed an awful lot,
Since you and I were boys;
When baseball and the circus were
The world's two greatest joys.
Each day we'd hurry home from
school,
And toss our books aside;
Then how we'd scamper to the lot,
To see the town's chief pride.
That was a team worth seeing, pal.
It really played the game;
'Twas not a money hunting bunch,
Which longed for coin, not fame.
They loved to play because 'twas
sport,
Each did his level best
To win his game, and win it fair,
And each man stood the test.
Those were the days when Anson
played,
O'Rourke, Paul Hines and Gore;
Their mighty deeds will live away—
You've heard them o'er and o'er.
Jim White and Kelly, Rowe and Orr
Made records by the score,
I long again to see ball played
As in the days of yore.
What's that you say? I'm getting
old?
Nay, man, I'm talking sense,
There's no games now like those we
watched,
Through knotholes in the fence.



WOMEN SAIL YACHTS

Women skippers had their day recently at the opening of the annual race week of the Atlantic Yacht Club, in Gravesend Bay, New York. From a single thirty-footer, down to the tiny "stars," every craft which crossed the starting line had a feminine hand at the helm. There was some excellent racing and but one mishap occurred. The photograph shows the start in the "knockabout" class. This was over a course of 7.3 miles and was won by the *Skylark*, Miss G. Davis at the helm. Elapsed time, 1.54.53.



HAROLD THROCKMORTON

Throckmorton, who is the Princeton inter-scholastic champion and holder of the junior metropolitan title, was one of the most sensational performers in the recent competition for the Meadow Club's annual invitation lawn tennis tournament cup at Southampton, N. Y. He defeated Elon H. Hooker and Louis du Pont Irving, but was beaten by his old rival, Leonard Beekman, 6-4, 3-6, 8-6.

PEOPLE TALKED ABOUT



CRITICIZED FOR ECONOMY

Wisconsin's Republican and businesslike governor, Emanuel L. Phillip, is being assailed by Senator La Follette for administering the State's finances economically. The governor has taken the lead in cutting out some of the reform extravagances that flourished in Wisconsin and has saved the State \$2,000,000 a year. Wisconsin's expenditures rose under La Follette reform, from \$4,000,000 in 1900 to \$16,000,000 last year. Mr. Phillip is being mentioned as a candidate for the United States Senate.



HAS BOTH BEAUTY AND TALENT

Miss Helen Walters, one of the most beautiful girls in the class of 1915 at the University of California, has great dramatic talent, and recently appeared in the role of Parthenia in the "Queen's Masque" presented before the National Educational Association at Berkeley, Calif. During her student days she appeared in a Hindu production, "Shakunkala," and also in Sudermann's "Teja" and Ibsen's "The Vikings at Helgoland." She won high honors in dramatics.



RECEIVED AN UNMERITED REPRIMAND

Major General Leonard Wood, U. S. A., who has taken a leading part in the Military Training Camp at Plattsburg, N. Y., was reprimanded by Secretary of War Garrison for allowing Colonel Roosevelt to address the Business Men's Provisional regiment in training there. The Colonel indirectly criticized the administration in a characteristic way and the Secretary was indiscreet enough to censure General Wood, thereby laying himself open to a stinging rebuke from the former president. General Wood is very popular with the men in the camp, who bitterly resented the reprimand.



SEVEN-YEAR-OLD SWIMS RIVER

Oscar Bisant, seven years old, recently swam the Mississippi River near Davenport, Ia., a feat that brought him great local fame. The river is a mile and a half wide and it took the boy a little over an hour to cross. He was accompanied by his father as a swimming companion and by his mother in a boat. The lad was taught to swim by his father.



A CHAMPION SWIMMER

Miss Bertha Ruckman, aged 17 years, recently defeated Miss Frances Bernard, of Dayton, Ky., in a swimming contest, and is now hailed as the champion long distance woman swimmer of Ohio, Indiana and Kentucky. She swam a three-mile course in the Ohio River under adverse weather conditions, in 53 minutes and 44 seconds. She is a high school student of Cincinnati.



SERVES HIS KING AT EIGHTY

Mark Axe, a veteran of the Crimean war, 80 years old, has entered the British service as a recruiting sergeant, and is "doing his bit" by drumming up volunteers for the Somerset Light Infantry. Recruiting is still being carried on with vigor and the strength of the British forces is being increased. The principal argument against the volunteer system in Great Britain is not that it does not produce men, but that it distributes the burden of the war unevenly. Conscription in some form seems probable.



A CHINATOWN QUEEN

San Francisco's Chinatown recently had a carnival and street fair and Rosie Yuen was chosen as the carnival queen. She had a suite of attendants who were all Chinese girls. The coronation ball was held at the Fairmont Hotel and many San Francisco society people attended. The Chinese women, including the Queen, wore oriental costumes and quite dazzled the occidental guests.

The New REO the Fifth



\$875

SPECIFICATIONS

The New Reo the Fifth—\$875

Wheel Base—115 inches.

Springs—Front—Semi-elliptic—38"x2" with 7 leaves. Rear—three-quarter elliptic. Lower section—44 1/2"x2" with 7 leaves; upper section 22 13-16"x2" with 7 leaves

Front Axle—I-beam, drop forged, with Timken roller bearing spindles.

Rear Axle—Tubular—semi-floating, Timken roller bearings at differential—Hyatt High Duty roller bearings at wheels, pinion integral with stub shaft—two universal joints in propeller shaft

Tires—34"x4" front and rear. Non-skid on rear.

Motor—Vertical, four-cylinder, cast in pairs, modified L type with integral head, with inlet valve in head. Valves mechanically operated and protected.

Cylinder Dimensions—4 1/4"x4 1/2".

Horsepower—35.

Cooling System—Water jackets and tubular radiator, cellular pattern.

Lubrication—Automatic force feed by plunger pump with return system.

Carburetor—Automatic, heated by hot air and hot water.

Ignition—Combined generator and magneto, driven through timing gears with 100 ampere hour storage battery.

Starter—Electric, separate unit, six volt, connected to transmission.

Transmission—Selective swinging type with single rod center control.

Clutch—Multiple dry disc, faced with asbestos with positive instant release.

Brakes—Two on each rear wheel, one internal, one external, 14" diameter drums — service brake interconnected with clutch pedal.

Steering—Gear and sector with 18" steering wheel.

Control—Left-hand drive, center control—spark and throttle on steering wheel with foot accelerator.

Positive—thief-proof locking device.

Fenders—Drawn sheet steel of latest oval type—shield between running boards and body—close fitting, quick detachable under pan—aluminum bound, linoleum covered running boards.

Gasoline Capacity—16 gallons. Air pump on dash for emergencies.

Body—Five—passenger—streamline touring car type with extra wide full "U" doors, front and rear. Genuine leather upholstery. Deep cushions and backs.

Finish—Body, Golden Olive, running gear, black; equipment nickel trimmed.

Equipment—Fully electric lighted throughout; improved 5-bow, one-man mohair top with full side curtains; mohair slip cover; clear-vision rain-vision, ventilating windshield; speedometer; electric horn; extra rim with improved tire brackets; pump; jack; complete tool and tire outfit; foot and robe rails.

Price—\$875, f. o. b. Lansing, Mich.

Here Are The New REO Models

Look at the Cars, Consider the Values, and When Read Carefully the Explanation of How

WE FEEL WE MUST EXPLAIN to our more intelligent readers why and how it is possible to place such cars in your hands at such unheard of prices.

FOR WITHOUT THAT EXPLANATION—without reasons so logical they must satisfy you—you could not understand, could not accept, these values as genuine.

OF COURSE THE PRICES ALONE would not astonish—might not even interest—you. For mere price taken by itself, indicates nothing to the intelligent buyer.

BESIDES YOU'VE BEEN SURFEITED with announcements of "big cars at little prices"—this year more than ever before.

MOST MAKERS SEEM TO HAVE LOST THEIR HEADS in the fierce battle of price competition. As a result you've seen price reductions that indicated to your mind clearly one of two things—either that the value was not there last season or couldn't be this.

SO MERE PRICE—EVEN THESE sensational new Reo prices—would interest you only mildly if at all.

BUT KNOWING AS YOU DO REO STANDARDS of excellence in materials and manufacture; knowing as you do the Reo reputation for making only cars of sterling quality; knowing and estimating as you will, Reo integrity in selling as well as in making, you must marvel at these prices.

YOU KNOW THESE TWO REOS—you know that in all the world there have never been two models that enjoyed greater popularity.

AND RIGHTLY SO—for we maintain that these are the ripest, the most refined, and the most nearly perfect automobiles ever turned out of any factory—simply because they have been made in their present form—in all essentials—for more years than any others, and more time, and more experience, more skill, and more care have been devoted to refining and perfecting them.

BOTH REO MODELS—Reo the Fifth, "The Incomparable Four," and the new Reo Six—have long since passed the experimental stage. Both have been tried and proven—and not by factory testers, but by thousands and tens of thousands of owners, and in every land.

THINK WHAT THAT MEANS. Consider the satisfaction it is to us to know—to know absolutely—that every car that leaves this factory in the coming year will carry with it absolute satisfaction—absolute certainty of satisfaction—to its new owner.

THIS YEAR OF ALL YEARS we are glad we have nothing radically new, nothing experimental—nothing even doubtful or questionable to offer our hosts of friends.

OF COURSE WE CONSIDERED this matter from every angle. We are conversant—have been for months—with everything others were trying to do.

OUR ENGINEERS ARE JUST AS ALERT as others—just as enterprising and just as prone to experiment and to explore new and interesting fields. They enjoy working mechanical puzzles just as keenly as any. But

MOST OF ALL WE CONSIDERED it from the standpoint of those thousands and thousands of friends who have learned to lean upon us, secure in the belief that we will offer them nothing but that of which we ourselves are sure.

"BUT THE PRICES?" YOU ASK. "Why and how were these necessary and possible. Why necessary—how possible for this product, not merely as good as formerly, but better." WE WILL ANSWER THAT QUERY.

IT WASN'T NECESSARY—any more than it was necessary to devote the thought and the energy and the expense to the improvement of cars that already represented values so great that every Reo car was snapped up the instant it came from the factory.

IT WASN'T NECESSARY either to improve the quality or to reduce the price—except that it is and always has been the Reo desire to give Reo buyers greater value than could be obtained elsewhere and just as much more as our greater experience and superior facilities could give.

BUT IT WAS POSSIBLE—and that was sufficient.

THE REASON IS INTERESTING—interesting and instructive and makes mighty profitable reading to any prospective buyer of an automobile.

A COMBINATION OF FACTORS and conditions that are, we believe, unique with Reo, made these prices for these quality-cars possible.

NO; PRICES OF MATERIALS HAD NOTHING to do with it—prices of no important materials are lower, while prices of many are higher now than a year ago. Only way cost of materials in a car can be reduced this year is by reducing quality of materials—using inferior or substitutes.

YES; THERE IS ANOTHER WAY—the simple expedient of reducing the amount of materials. In other words, reducing the weight of the car.

FOR IT IS A FACT THAT YOU CAN reduce the cost of an automobile twenty-five per cent by the simple process of cutting the weight down that much. Some do—to the danger point, we believe.

REO CARS ARE LIGHT CARS—but not light to the point of flimsiness. They are as light as may be without sacrifice of safety or durability.

SO THAT EXPEDIENT of cutting down the amount of materials that go into the car was not to be thought of, any more than was the other of using materials of inferior quality or substitution.

IN THE MAKING OF REOS this year we are using—not better because they are not to be had—but the same quality of materials as formerly. So that isn't the reason for the lower price.

COST OF MAKING IS, HOWEVER, somewhat less, thanks to the fact that in many ways we have been able to reach a still higher degree of efficiency.

ONE BIG ITEM IN COST REDUCTION of these two models was the fact that both had passed the experimental, the uncertain stage.

WHEN WE TELL YOU that, had we found it necessary to project a new model to take the place of either of these, we would have set aside a fund of at least \$100,000 to defray the cost of the experiment—and would have doubled the amount had our plan been to supplant both—you will see where we have been able to place to the credit of Reo buyers for the coming year a fund of at least \$200,000.

IT TAKES AT LEAST THREE YEARS to perfect any new automobile model. Anyway it takes that long to get a car to the point of perfection where we are willing to offer it to Reo buyers and back it with the Reo guarantee.

ANOTHER ITEM THAT HELPED tremendously was the fact that the tool cost on both these famous models had long since been absorbed—charged off—permanently disposed of.

Reo Motor Car Company



Models and The New REO Prices

When Your Astonishment Has Somewhat Abated,
of How These Prices were made Possible

THAT IS A BIG ITEM. You'd be surprised—unless you also are a manufacturer—to know how big.

BUT PERHAPS THE MOST IMPORTANT factor in the reduction of manufacturing cost and at the same time the making of a better product, was to be found in Reo itself.

NEVER SINCE THE DAY REO WAS incorporated has there been a single change in the personnel of the executive organization.

THE SAME PRESIDENT presides who occupied the chair at the first meeting of Reo.

THE SAME GENERAL MANAGER DIRECTS; the same engineer designs; the same expert handles the funds; the same purchasing agent buys; the same factory superintendent oversees; and finally, the same men direct the sales, who have handled these important departments since the first Reo was designed and made and sold.

ALL WE'VE LEARNED WE'VE KEPT right in the Reo organization.

AND IN THE FACTORY: Do you know there are scores of men in the Reo factories today working on these latest Reo models who worked on the very first Reo? Hundreds who have been here six to ten years.

SO THERE AGAIN WE CAN SAY "All we've learned we've kept." Every man has become a specialist—is an expert—at his particular task.

CONTRAST THAT with the kaleidoscopic changes you've seen in this new industry—changes so frequent and so radical that today you can find no one to back up the guarantee of the car you bought yesterday.

WE WISH YOU COULD COME and visit us at the Reo factory. Wish you could talk with Reo workmen—the rank and file as well as the directing heads. You'd know then the reasons for the superior quality of Reos.

BUT REO DEALERS ARE RESPONSIBLE—the credit is theirs—for the biggest item. For, but for the unprecedented action and the hearty co-operation of hundreds of Reo Distributors we could not have placed these cars in your hands at these prices.

LIKE THE FACTORY ORGANIZATION the Reo Dealer Organization has been with us from the first. Many of the principal Reo dealers have sold Reos exclusively ever since the first Reo was made.

WE TAKE THEM INTO OUR CONFIDENCE to a greater degree than is usual in this business. We have no secrets from them.

THAT'S WHY REO DEALERS are so loyal—they know—they do not guess, they know—that in Reo cars they give their customers more value than they can find elsewhere.

WELL, THIS SEASON WE WERE CONFRONTED with a problem—price competition to an extent greater than ever before.

OUR DEALERS INSISTED that, even though fortified with Reo quality and prestige, still they could not wholly ignore price competition.

WE CONTENDED that price did not matter; that it fooled no one—or at most only a small percentage of buyers and they not the most desirable.

WE SHOWED THEM that the cost of making Reos could not be materially lessened without reducing the quality—and that our plan was to improve the quality wherever possible.

WHY, WE REO FOLK wouldn't want to be in business if we couldn't feel we could make better cars this year than last; next year than this!

WE SET OUR OWN STANDARDS and will always ignore those of others—at least when they trend downward!

BUT THEY PROTESTED that the average buyer saw only the price tag. That while he saw the reduction in price he did not notice the reduction in quality—in value. So they wanted a competitive price on Reos as well as Reo quality in the product.

THERE WAS ONLY ONE WAY it could be done—that was if the dealers would agree to handle Reo cars on a smaller margin of profit than is the rule with other cars. We told them that if they would agree to that, we could set a price on Reo cars that would create a genuine sensation.

AND THEY AGREED! It is an unprecedented action. And that the hundreds of Reo Distributors assented to the plan was due to another unique condition—namely, the extremely low cost of selling and of giving service on Reo cars.

A CANVASS SHOWED this remarkable fact: That the average cost of the dealer's guarantee on a Reo car—the cost of keeping it in perfect running order and its buyer thoroughly satisfied was less than six dollars per car per year!

JUST COMPARE THAT with the cost of maintaining some makes of cars.

WHY, ONE OF OUR DEALERS who handled two other lines last season—but who declares, most vehemently, he will handle Reos exclusively hereafter—tells us that the average cost to him per car on one of those lines was \$60 and on the other \$49—while Reo averaged in his case \$4.75 per car per year!

AND THAT WASN'T ALL. The factor that Reo Distributors consider most important is the customer—satisfied or the reverse. For you must know that though that dealer spent \$60 to keep a certain car running he still could not keep the man to whom he had sold that car satisfied—not even by taking it back and standing the full loss himself.

HE COULD NOT REIMBURSE him in dollars for the delays, the disappointments and the aggravations he had suffered.

SO REOS WILL BE SOLD in the future on a lesser margin from dealer to user (and factory margin has always been as close as was safe) than any other automobile in the same class or of higher price.

AND YOU AS A REO BUYER get the full benefit.

AND YOU GET MORE THAN THAT. You get more than a Reo at the unprecedented price.

YOU RECEIVE AN ASSURANCE, a guarantee that cannot be over-estimated—in the fact that Reo cars have proven so good—so absolutely dependable—so economical in upkeep and operation—so wonderfully satisfying to their owners that those dealers feel they can handle them on that small margin.

WE THINK WE HAVE PROVEN TO YOU how and why, and therefore, that you do receive a higher percentage of value for your money when you buy a Reo than is possible in most, or perhaps any other automobile.

SPECIFICATIONS

The New Reo Six—\$1250

Wheel Base—126 inches.

Springs—Front—Semi-elliptic—38" x 2" with 8 leaves. Rear—Cantilever—50" x 2" with 8 leaves.

Front Axle—I-beam, drop forged with Timken roller bearing spindles.

Rear Axle—Full floating, Timken roller bearings at differential and at wheels—two universal joints in propeller shaft.

Tires—34" x 4½" front and rear. Non-skid on rear.

Motor—Vertical, six-cylinder, cast in three, modified L type with integral head, with inlet valve in head. Valve mechanically operated and protected.

Cylinder Dimensions—3½" x 5½".
Horsepower—45.

Cooling System—Water jackets and tubular radiator, cellular pattern. Water circulation by centrifugal pump direct to exhaust valves.

Lubrication—Automatic force feed by plunger pump with return system.

Carburetor—Automatic, heated by hot air and hot water.

Ignition—Combined generator and magneto, driven through timing gears with 100 ampere hour storage battery.

Starter—Electric, separate unit, connected to transmission.

Transmission—Selective swinging type with single rod, center control.

Clutch—Multiple dry disc, faced with asbestos, positive instant release.

Brakes—Two on each rear wheel, one internal, one external, 14" diameter drums—service brake interconnected with clutch pedal.

Steering—Gear and sector with 18" steering wheel.

Control—Left-hand drive, center control—spark and throttle on steering wheel with foot accelerator.

Positive—thief-proof locking device.

Fenders—Drawn sheet steel of latest oval type—shield between running boards and body—close fitting, quick detachable under pan—aluminum bound, linoleum covered running boards.

Gasoline Capacity—18 gallons. Tank in rear with Stewart Vacuum System supply.

Body—Seven-passenger—"Sheer-line" touring car type with extra wide full "U" doors front and rear. Genuine No. 1 hand-buffed, enameled finished leather upholstery. Deep cushions and backs.

Finish—Body, Golden Olive—running gear, black—equipment nickel trimmed.

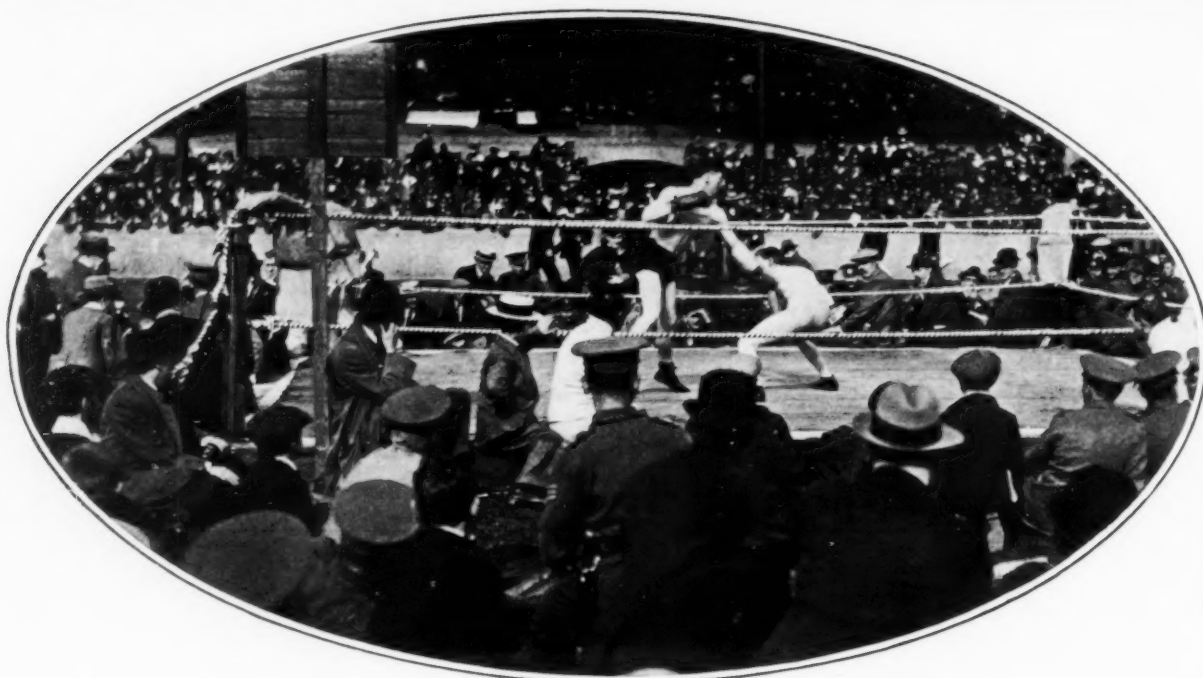
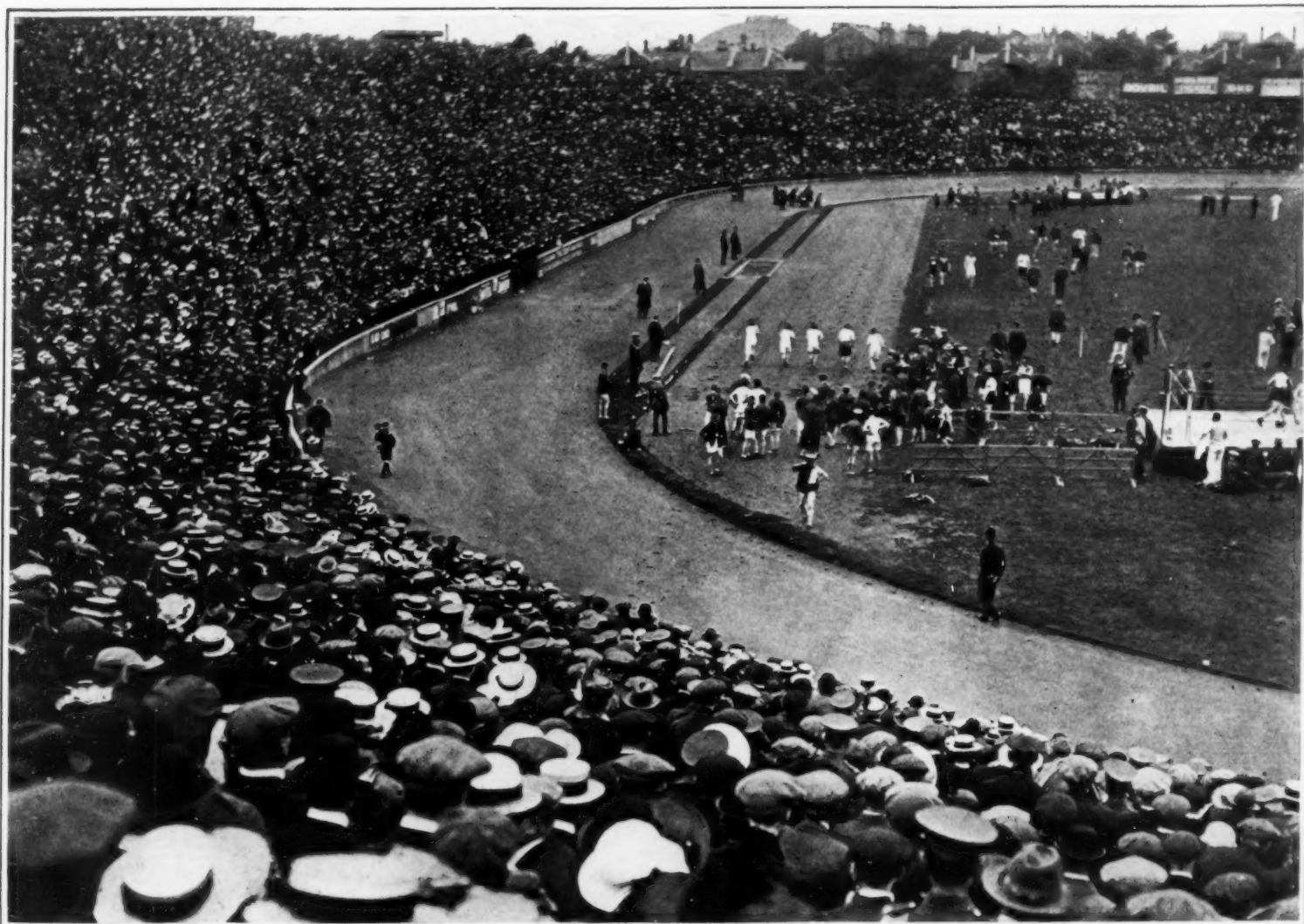
Equipment—Fully electric lighted throughout; improved 5-bow, one-man, mohair top with full side curtains; mohair slip cover clear-vision, rain-vision, ventilating windshield, speedometer; electric horn; brackets; power tire pump; jack; complete tool and tire outfit; foot and robe rails.

Price—\$1250, f. o. b. Lansing, Mich.

Company, Lansing, Mich, U. S. A.

BRITISH STILL ENJOY SPORTS

BY JAMES H. HARE, SPECIAL WAR PHOTOGRAPHER FOR LESLIE'S



BANK HOLIDAY CARNIVAL

More than 50,000 people sat through a long athletic program at Stamford Bridge Grounds, in London, on the first Monday in August, though it rained at intervals. The contestants were all members of His Majesty's Service, and they were not novices either. Many famous sportsmen were given a few days' leave from the front to compete, and the handicaps were carefully arranged by the A. A. A. Board. The Canadians were well represented, the Twenty-ninth Vancouver battalion winning the relay race, while Private W. Patchell of the Twenty-seventh was third in a 100-yard dash that was run in 10 1-5 seconds over a soggy track. Many convalescent soldiers were among the spectators. The proceeds went to the fund for disabled soldiers and sailors.

YOU MIGHT THINK THE ENGLISH WERE TIRED OF FIGHTING

But Mr. Hare writes that evidently they are not, for no events were more applauded than the fistic encounters in three rings. Sergeant Curzon, who had just received a Distinguished Conduct Medal, knocked out Private

Hague, one-time champion of England, in the third, and Jack Goldswaite of the Surrey Rifles defeated Sergeant-Major Jack Meekins, who had come all the way from France. Stoker Green did up Sergeant Fickett in six rounds.



You must surely realize, now, that the Cadillac dominates the quality class "by right of conquest."

Time was when it was surrounded by clamorous contenders for a share of Cadillac success.

Of all these ambitious aspirants, not one remains—they have all descended into a lower price-class.

The Cadillac has maintained its price and at the same time has held the loyalty and allegiance of an intelligent following which has steadily grown larger as the years advanced.

It has maintained its own class, and drawn from all classes—attracting by its inimitable performance, those who have paid much more than the Cadillac price, and those who have paid less.

The time is at hand for the complete fulfillment of the ideal upon which this business was built.

That ideal was the production of a car of the highest quality, at a price more moderate than any then known.

We said, then, that we would demonstrate that it was not necessary to pay more for such a car than the Cadillac would ask.

Ask yourself if the Cadillac "Eight" has not brought about the consummation of that idea?

How many cars remain which you would willingly and instinctively consider worthy of comparison with the new Cadillac Eight?

It is firmly established in the esteem of the nation as the highest known type of quality.

In the number of parts and operations refined to an accuracy of one-thousandth and the half of one-thousandth of an inch, it is accepted as the world's standard.

Its engineering pre-eminence is universally conceded.

It is the one car in the world which has *demonstrated* the efficiency and stability of its V-type engine to the satisfaction of more than 15,000 users.

In the opinion of tens of thousands of discriminating motorists, it represents the very uttermost in steadiness, in smoothness and quietness—the very uttermost in efficiency at high speed or low speed—the very uttermost in everything that constitutes luxurious motoring.

In announcing its purpose years ago, this Company said that the Cadillac would create a new standard of automobile values.

The very phrase itself has passed into automobile English and become a part of the language of the industry.

But the Cadillac has translated the phrase into practice and made it come true in the most literal sense of the word.

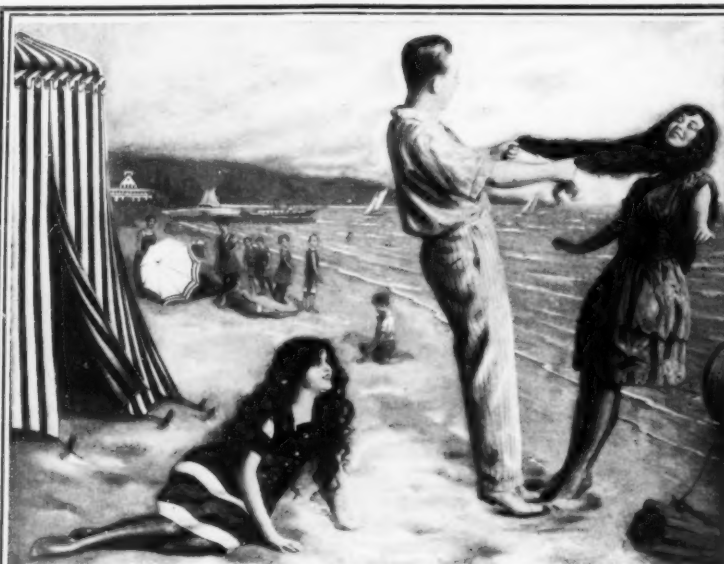
The Cadillac is in very fact the standard of the world.

Styles and Prices

Standard Seven passenger car, Five passenger Salon and Roadster, \$2080. Three passenger Victoria, \$2400. Five passenger Brougham, \$2950. Seven passenger Limousine, \$3450. Berlin, \$3690. Prices include standard equipment, F. O. B. Detroit

Cadillac Motor Car Co. Detroit, Mich.

In answering advertisements please mention "Leslie's Weekly"



YOUR vacation as well as your other summer activities will mean more to you if your hair looks its best every minute. With the very first use of a

Canthrox Shampoo

you discover that the soft massy fluffiness it develops has made your hair seem much heavier than it really is, and that the strands are so easy to manage that arranging them becomes a pleasure. Canthrox is not a cleanser for all purposes, but it is made expressly for shampooing the hair, stimulating its growth and removing dandruff.

Less Trouble than a Trip to the Hairdresser

To use: Just dissolve a teaspoonful in a cup of hot water and apply. The refreshing lather dissolves all dandruff, excess oil and dirt, so that they are entirely removed and the scalp is left sweet and clean.

15 Exhilarating Shampoos—50 Cents at Your Druggist's
This is about three cents for each shampoo. No good hair wash costs less.

FREE SAMPLE—Canthrox Shampoo proves its value without cost to you. We gladly mail one shampoo free.

H. S. PETERSON & CO., 212 West Kinzie Street, Dept. 73, CHICAGO, ILLINOIS



FEDERAL



You know these trade-marks through National Periodical Advertising

A great factor in the cost of goods is the time it takes to move them. Advertising and trade-marks, working together, are the most efficient movers of goods—consequently the greatest reducers of selling cost. When you buy a non-advertised and un-trade-marked article of limited sale and unknown origin, you pay interest on the money that is tied up in goods that move slowly,

and you pay the greater producing cost incident to a limited output. You may pay either in increased price or in lowered quality—but you pay.

Trade-marks and national advertising are the two greatest public servants in business today. Their whole tendency is to raise qualities and standardize them, while reducing prices and stabilizing them.

Leslie's
Illustrated Weekly Newspaper

MEMBER OF THE QUOIN CLUB
THE NATIONAL PERIODICAL ASSOCIATION

AMERICA'S STUPIDITY

BY HENRY B. JOY

FOR a generation and much more, the efforts of the far-seeing men who have so persistently advocated the upbuilding of the merchant marine and the backing it up with a navy and also general military preparedness for any eventuality have come to naught in each succeeding Congress. There is no practical or possible way to establish a merchant marine, to save this nation the upwards of \$300,000,000 which America has annually paid as its freight bill to the vessels of other nations, except to establish it by government financial aid through subsidy. Privately owned shipping must be given mail, freight and speed subsidies by the government to enable them to pay such wages as will attract American sailors in sufficient numbers to man American oversea ships, and still allow them to earn dividends that will attract American capital.

We are an exceedingly stupid nation in not seeking our share in oversea shipping; in not putting into force plans, such as are used by every other first-class nation, to save our dollars by paying them to ourselves for such international service as we can render as well as another. Glaring advertisements that call our attention to our deficient intelligence are those announcing the sailings from our ports of the great ships of other nations. Of such types of ships not one has ever been built in our shipyards. This should be felt as an everlasting disgrace and humiliation to every American citizen.

NARROW POLICY

In past Congresses the votes which directly have prevented and prohibited the construction of such steamships in American shipyards have been, chiefly, those of our legislators from the interior or agricultural States, though black marks in this respect have been registered in various Congresses during the past generation to the discredit of almost every State in the Union.

The picture of our stupidity in this respect has recently been thrown vividly on the screen for every American to see if he will but look. Ours is supposed to be a government by the people, and so it is. Yet when the unthinking people among us hold

the balance of power as to what we may or may not do through our National Congress, a very serious condition arises. When, as is the fact, those unthinking people are told by politicians seeking their votes and by newspapers seeking popular circulation that for the government to grant aid in the establishment of a merchant marine is to take money from the poor and give it to the rich; is to make the rich richer and the poor poorer; is to help the trusts and grind the working men into the dust of poverty; then ours becomes a government of the unthinking few who, not understanding the true situation by their own knowledge, are swayed by the visionary or selfish politicians, and their floating, wabbling vote is the balance of power in the Congress which determines great national policies for the weal or woe of a hundred million people.

WICKED SHIPPING BILL

In the last Congress was passed a so-called "shipping bill." A stupid, idiotic, wicked shipping bill designed to help the condition of sailors on American ships. The result of the bill's going into effect has been the discontinuance of several American oversea ship lines and with more to follow. Through the vicissitudes of many Congresses, the Pacific Mail Steamship Company has maintained an unprofitable service to the Asiatic ports hoping that light would dawn on the popular American mind and extend to it government aid to enable it to expand and provide new modern ships of greater speed to compete with vessels of other nations. But in the last Congress the ignorant representatives of an unthinking people voted the trans-Pacific American ships, after nearly half a century of constructive effort to survive, into "history" and the boats pass into other services. So that hereafter if an American desires to cross the Pacific Ocean on a first-class ship he will sail under the Japanese or British flag. Could anything be more hopelessly discouraging, more thoroughly stupid than this act on the part of the American people? Are you an American? Did you aid in doing it?

WATERTOWN'S PRIZE BAND



WINNER OF FIRST PRIZE AT THE ELKS' CONVENTION

Watertown, S. D., is very proud of the Fourth Regiment Band, which the city helps to maintain, because it won the first prize at the national convention of the B. P. O. E. in Los Angeles last July. It was the official band of Watertown Lodge of the Elks, and was well received all along the route to Los Angeles. A week after the Elks' convention the band was awarded the first prize at the national convention of the Loyal Order of Moose. The band was organized in 1902, and was for a number of years connected with the South Dakota National Guard, having been mustered out of the service last June. Watertown has a population of less than 10,000 and it is a source of wonder that so small a city should have a band that is superior to those of the largest centers.

NO CONFISCATION OF PROPERTY

EVEN the Interstate Commerce Commission may not go so far in the regulation of rates as to do what in effect amounts to the confiscation of property. The Commission lowered the freight rates on citrus fruits and vegetables shipped over the Florida East Coast Railway. In rendering a decision upon the case the Supreme Court of the United States held that the rates fixed by the Interstate Commerce Commission in this instance would operate as

a confiscation of the carrier's property, and the order was therefore declared void. This decision will interest those who have been fearful that government ownership of railroads and telegraph lines is impending. Private property cannot be confiscated. As the railroads represent an investment of \$30,000,000,000, the day is far distant when the people of this country will want to pay that price for the privilege of running the railroads in the interest of the politicians.

RUSSIA'S DAY OF FATE

BY MARTIN MARSHALL



LATE CLASS OF RECRUITS IN FRANCE

Among them are many who are mere boys. Large numbers of youths volunteered at the beginning of the war. France now has her entire military strength with the colors.

TWO questions are brought forcibly to our attention by the developments of the European war during the past few weeks. The first, is Russia disabled, from a military standpoint, by the terrific drive of the Germanic forces which has overwhelmed her first and second lines of defense; second, why are the Allies on the western front so comparatively inactive at a time when the greatest strength of the Germans is being exerted on the eastern front and when Russia is in such desperate need of help? No positive answer can be made to either of these questions at this time. We may get some light upon the first by noting that the Russian losses since the fall of Warsaw have been small as compared with those before that time, which would indicate that the Russian armies are retreating with only sufficient rear guard action to protect the great mass of troops.

Hilaire Belloc, who enjoys considerable reputation in Europe as a military critic, discussing this question, says, "Victory is to be measured by the disarming of your enemy in a larger proportion than you are yourself disarmed in the process," which seems to be a very concise and satisfactory statement. Undoubtedly the Germans have taken great quantities of Russian arms and some munitions. They have also taken a great number of Russian prisoners, estimated by some authorities at upwards of a million. They have inflicted great slaughter on the Russians, but at what cost to themselves we can only estimate. Mr. Belloc says that their drive through Galicia cost the Germanic allies 750,000 men. This estimate is scarcely borne out by the Prussian casualty lists and may be safely discounted. The same is probably true of the estimate of the Russian casualties which, apart from prisoners, he places at 1,000,000 men.

HELP FROM WINTER

Owing to its vastly greater population, Russia can well afford to sustain losses one-third greater than those of the Germans if there were no other question involved. There is, however, the very important question of morale, and an army that is constantly on the retreat cannot by any possibility be as efficient as one that is victorious, or even holding its own. So far we are justified in assuming that the Russians have made good their retreat without suffering a decisive defeat, and as in another six weeks winter will begin to operate against the German advance, it is a fairly safe assumption that the Russians will have an opportunity to pull themselves together and organize and equip new troops before any decisive engagement can be forced upon them. Mr. Belloc, in his review of the situation, insists that the German armies have entered so deeply into Russian territory that they must either

force a decisive engagement, which shall result in victory for them, or suffer a tactical defeat, as one might say, by default.

That Germany realizes the necessity of the most strenuous endeavors is indicated by the vast numbers of new men that she is putting into the field. I learn from personal correspondence that untrained Landsturm are being sent to the Russian front within three months after their mobilization, which is entirely contrary to the German custom of giving recruits thorough training before putting them on the firing line. It is generally assumed that under the most rigorous training soldiers can be brought to only a fair state of efficiency in six months. Germany still has plenty of men. Whether or not her financial resources are as great is a much disputed question. There can be little doubt, however, that she is feeling the strain of war expenses quite as severely as any of the larger allied nations. The small nations among the Allies are, as is well known, being financed by Great Britain and France.

INACTION OF ALLIES

The question of why the Allies do not show more activity on the western front suggests one of two alternatives. Either that they are already practically defeated or that they have some great offensive movement in preparation for which they are not yet ready. The press reports are carrying rumors of a great Allied advance to start before the beginning of winter. The statement has been made that the war is really being fought in the munition factories, and that the Allies are endeavoring to accumulate greater stores of shells and other munitions than the Germans can possibly manufacture, and that when they feel that they have a preponderance of power in this respect they will undertake an offensive with some assurance of success.

Great Britain finds herself under the necessity of raising still more troops, and France has called to the colors practically every man above the age of 17 who is physically fit for military duty. There can be no further accessions to the French army except as the war is prolonged sufficiently to bring more youths up to military age. Any excess of troops above the present number engaged on the western front must be furnished by Great Britain and her colonies.

The question has been raised as to whether Italy is really meeting with success in her campaign against Austria. Despite the slow rate of advance it seems a safe assumption that the Italian program is being carried out with remarkable precision. Great military campaigns never move as speedily as journalistic strategists demand. A similar condition prevails in the Dardanelles where the Allies are making progress very slowly, but perhaps also surely.



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LESLIE'S TRAVEL BUREAU

EDITOR'S NOTE—This department will give specific information to LESLIE'S readers who are planning to travel at home or abroad. It is created to meet a special need that shows itself in the numerous letters that come to this office daily. In many cases these inquiries duplicate one another and the printed answer to one will give welcome information to others. Correspondents are requested to state definitely their destination and time at which the proposed trip is to be made. This will facilitate the work of this bureau. Stamps for reply should be enclosed. Address Editor Travel Bureau, LESLIE'S WEEKLY, 225 Fifth Avenue, New York City.

NEW SCENES FOR THE WINTER TOURIST

WITH the coming of frost one's thoughts turn to warmer climes, where sunshine and blue skies replace the leaden firmament, the snow, ice and searching winds of the north. Shut off from customary travel in Europe, the American tourist finds his trips confined principally to the United States, although many other lands will this year come into greater favor with winter tourists than ever before. So many are familiar with the attractions that annually lure thousands to Florida and other southern States and to California, it scarcely seems necessary to remind one of these pleasure lands. Comparatively few know from personal acquaintance of the wonders of the great continent to the south of us, the beauties of the foreign lands at our very doors—the islands of the once pirate-sacked "Spanish Main"—the summer-like days of mid-winter in Hawaii, the quaint customs in the land of Nippon or the wonderful changes and growth of the Philippines. A visit to any of these lands for a winter vacation is an education as well as a delight. Travel has always been educative. Even one who wanders aimlessly through a strange country is bound to learn.

Japan will be undoubtedly the objective of many tourists. For the first time in 2500 years—since before the beginning of the Christian Era—the coronation of the Japanese Emperor will be public. Not only will the ceremonies be of great historical interest, but in the magnificence and splendor for which the Orient is noted, they will far surpass any similar event of modern times. The ceremonies will be held at Kyoto, the former capital of the Empire, on the 10th of November, and will be followed the same week by the harvest festival, and still later, at Nikko, by the Tercentenary of the Great Shogun. These celebrations will afford rare privileges to the traveler fortunate enough to be in Nippon at that time. A visit to Japan, Hawaii or the Philippines would be a splendid

M. O., Staples, Minn.: Guritiba, Brazil, can be reached via the Lamport & Holt Line from New York to Rio, thence via one of the Brazilian coast lines to Paraguay, thence inland to Guritiba. C. E. N., Rio, Ill.: The Hunters' handbook issued by the Union Pacific Railroad is a complete guide to big game hunting in the middle west. The Canadian Pacific Railway's "Sportsman Map" is a valuable guide for the hunter and fisherman. Copy mailed.

P. R. S., Salem, N. J.: There are numerous side trips around Niagara for which no charge is made; other interesting tourist trips can be made from 10¢ to \$1.50, such as the ride on "The Maid of the Mist," visit to the "Cave of the Winds" and the Niagara Gorge ride. All are listed and described in booklet mailed.

W. G., Thornton, Texas: Am mailing list of Florida resorts, on the east and west coasts. Rates



NEW "HIDDEN INN" IN THE GARDEN OF THE GODS

The Park Commission of Colorado Springs has recently completed a public pavilion of unique design in the Garden of the Gods. It represents in appearance an old Indian pueblo, having three floors with terraces, and is located just inside the giant gateway, between two narrow vertical rocks. The Inn provides rest rooms, a tea room, and on the roof an observatory, all free to the public. So truly Indian is the Inn and so entirely fitted to the surroundings that visitors have difficulty in believing that it is not an old, real Indian building.

close of a western tour to the expositions at San Francisco and San Diego.

South America as a winter resort has attracted much attention since the war closed the ports of southern Europe and the Mediterranean to winter tourists. Many travelers will avail themselves undoubtedly of the improved opportunities to visit the beautiful and progressive cities of Brazil and Argentina, and to learn from actual observations how other countries are trying to solve the problems common to all civilized peoples—commerce and industries, economical and social questions, civic and educational institutions in these lands, that are helping to make history on this side the Atlantic.

The mountain regions of South America vie with our own Rockies in majesty and splendor, and the quaint little towns of the West Coast of South America are nowhere else in the world duplicated. A trip through the Panama Canal is a fitting finale to such a journey, which is, however, not for those of limited means and with little time at their disposal, for the journey takes six or eight weeks and costs from about \$600 upward.

Nearer at home one can spend endless days of pleasure in the balmy, sun-kissed isles of the Caribbean, the scenes of many deeds of piratical daring. Every one of them from Cuba to Trinidad is picturesque and full of reminiscences of the early history of the western hemisphere. Here, at our very doors, one can study the customs of the old world and its people almost as well as if one could take his customary trip to Europe's oldest winter resorts.

from \$10 a week up at the smaller boarding houses and from \$2.00 a day up at the leading hotels. A direct route from Dallas to Jacksonville is via the Texas & Pacific, to New Orleans, thence Louisville & Nashville and Seaboard Air Line to destination. Rate one way \$27.40.

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JUSTICE FOR CONSULS

BY W. E. AUGHINBAUGH
EDITOR OF LESLIE'S EXPORT PROMOTION BUREAU



WE COULDN'T AFFORD THE RENT

This was formerly the American Consulate at La Guaira, Venezuela. It was appropriately situated on the water front, and near the business center of the city. No one could possibly miss it, as the building was the most prominent in town. Owing to the fact that the rent was too high for the United States Government, the consulate was removed to a small building up a side street, in a remote section of the town and in an inaccessible locality.

THE consular corps of the United States—that is the portion stationed and operating in foreign lands—comprises the following members:

Consuls General, 55; inspectors, 5; consuls, 241; vice consuls, 612; consular agents, 234; consular assistants, 7; student interpreters, 12; American interpreters, 4; clerks, 291; messengers, 452; a grand total of 1,913 employees. Its gross maintenance last year cost the Government just \$2,083,908.42. From fees received for the execution of documents and other sources the net cost of the consular service was reduced to the insignificant sum of \$43,000, so that this service is almost self-supporting, the cost to the United States for the 1,913 individuals comprising its force being about \$22.50 per capita, per year.

For the twelve months ending June 30, 1915, \$1,674,169.740 worth of merchandise were imported into this country and \$2,768,589,340 in raw and manufactured articles exported, or a grand total of \$4,442,759,080 worth of foreign business transacted. With every dollar of this enormous trade the consular corps of the United States had something to do, either directly or indirectly!

Let us look at these figures for comparative purposes. For \$4,442,759,080 worth of trade the United States Government spent exactly \$43,000, or expressed in terms of percentage, this great and glorious country spent less than one-tenth of one per cent., on its commercial representatives abroad. This statement may seem exaggerated, but you can figure it out for yourself.

SALARIES ARE SMALL

I am certain that no business house anywhere in the world can make such a showing. I am equally positive that no first or second-class power is as niggardly and penurious in the treatment of its consular body, or as cheap in its compensation of its servants as these figures show the United States to be. Salaries in the consular service run from \$12,000 per year—the highest compensation paid being to the Consuls General to London and Paris—to the Consular Agent who receives 50 per cent. of all the fees collected, "not exceeding \$1,000 per annum." The majority of the consuls receive salaries of about \$2,500. When one stops to consider the social and business position our trade representatives occupy in foreign fields, it becomes obvious that a consular officer cannot possibly maintain himself and his family with the dignity that his position demands.

Compensation was better under the old system, when it was based on a percentage of the fees of the office. Consuls general to Liverpool, London and Paris then received incomes as large as the salary of the Presi-

dent of the United States, and the consuls in other prominent ports were proportionately reimbursed.

Consular agents should be abolished, especially so as a large majority are foreigners, and cannot be expected to pay sufficient attention to the advancement of American trade. Why should an Englishman, for example, holding the position of consular agent in a Canadian town, desire to expedite business for this country? If he has any patriotism—and he usually has—he naturally wants Great Britain to get all the business possible, and what is true of the English consular agent in Canada is true of the foreign consular agent all over the world. This is the selfish feature of the situation. There are other facts worthy of consideration in this connection the chief one being that by having foreign consular agents we of necessity give competitor nations valuable trade secrets, prices, and terms. Furthermore, many of these consular agents do not speak English, or speak it badly, a particularly embarrassing situation when an American calls on the representative of his government for advice or business information. If any place is worthy of a consular agent it is important enough to have a consul or at least a vice-consul of American citizenship.

We should have consulates at Manaus, Brazil; Cruzo, Bolivia; Bahia Blanca, Argentina; Bilbao, Spain; Brisbane, Australia; Casablanca, Morocco; Kief, Russia; Maransao, Brazil; Rio Grande, Brazil; Rostof, Russia; Arhangel, Russia; Baku, Russia; Bushire, Persia; Esmeraldas, Ecuador; Hanoi, Tonquin; Ichang, China; Irkootsk, Russia; Mogador, Morocco; Nertchinsk, Russia; Omsk, Russia; Paita, Peru; Soerabaya, Dutch East Indies; Urgas, Mongolia; Yunnafu, China; Adelaide, Australia; Nar El Salaam, German East Africa; Katanga, Congo; Mollendo, Peru; Pedang, Dutch East Indies; Paramaribo, Dutch Guiana; Perth, Australia; Townsville, Australia; Varna, Bulgaria, and Wilhelms-feste, German Southwest Africa.

APPEAL TO CONGRESS

The only way to accomplish results for the improvement of the service is by direct appeal to Congress. The first thing that Congress should do is to raise the salaries of every consular officer. The records of the State Department are filled with letters from our representatives showing that it is impossible for them to live on the salaries they receive from the richest government in the world.

The consular service needs an appropriation which will enable the President of the

(Continued on page 300)



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JUSTICE FOR CONSULS

(Continued from page 299)

United States and the Secretary of State to make "post allowances" for the purpose of equalizing the cost of living at certain places, in order that the consular officer may maintain an appropriate standard of existence so as to enable him to mingle with the local government officials and representative people in his locality. This is one of the crying needs of the service.

One cannot emphasize too much the importance of this feature. Consular officers should be proportionately compensated when assigned to expensive posts, otherwise it is difficult, if not impossible, and decidedly embarrassing for them to associate with those best qualified to assist them in obtaining information and in giving advice, which may be turned to value for the business interests of the United States. It cannot be disputed but that it is as highly important for a consular officer to have both a social and a business standing in the community wherein he lives as it is for him to have the intelligence necessary to conduct the business of his office. The records of the State Department are filled with the resignations of valuable and intelligent consular officers who have been forced to leave the service owing to the inadequacy of their pay.

BAD BUSINESS SYSTEM

One cannot understand the penuriousness of Congress toward this important branch of our government until he goes fully into the details of the conditions which exist. For example, the employment of stenographers and typewriters is almost universal in business houses, yet if one will take the trouble to examine the records of the consular bureau, he will find that there are but very few consulates in the service so equipped. What is the result? A consul whose salary ranges from \$2,000 to \$5,000 per year wastes his time doing the clerical and office work of a \$60 a month clerk.

Some provision should be made to enable the government to reimburse consular officers for the cost of their transfer from one post to another, as well as for their installation at the new post. This should include such items as the expense of the transportation of their families and their personal effects. They should also be compensated for the loss sustained in the sale of their home furniture and the cost of their new household furnishings. European governments make such allowances. Under our system, a consular officer may be transferred, say from Copenhagen, Denmark, to Montevideo, Uruguay, and is obliged to be on his way at a specified date. He may not have time to sell his household effects advantageously, but must sacrifice them, or pay for their transportation out of his own pocket.

THE ARMY METHOD

The average man does not realize what serious inroads these transfers in the interest of the government make upon the personal funds of the consular officer.

When army or navy officers are transferred the cost is borne by the government. Why should a consular officer be made to pay? His transfer is for the interest of the government. Surely he is as important in

the scheme of the government as a military officer.

To illustrate I will tell a story that is substantiated by the records of the State Department, changing only the name of the man concerned. Thomas A. Jenkins was a graduate of a large university in the Middle West, having paid his own way through college. The consular service appealed to him and he was nominated for the examination. He borrowed enough money to go to Washington, where he readily passed, and was immediately given a post at \$2,000 a year. To Thomas A. Jenkins, unfamiliar with living conditions away from home, the salary looked princely. After serving the usual 30 days in the State Department at Washington, Mr. Jenkins returned home to prepare for his journey to the South American country to which he had been assigned.

MORTGAGED THE HOME

There was a girl in his home town whose companionship meant much to him, and after thinking matters over he decided to get married at once, rather than wait for the two-year period of service abroad to elapse. His father mortgaged his home to raise traveling funds and in course of time the new consul and his wife were deposited on a treeless, barren West coast town. The only hotel the place possessed was filthy and impossible, but they were obliged to stop there hoping that within a few days they would be able to find a vacant house. None was to be had. The rates at the hotel, where food and even drinking water had to be imported, were excessive—more than they could possibly afford. They finally rented two small rooms in which they set up housekeeping, using the front room as an office and the back room for cooking and living purposes. Food stuffs were expensive and they could not afford a servant. Our consul's wife did the housekeeping and cooking and both she and her husband were looked down upon by the leading native families, whose establishments were conducted by many servants.

FORCED TO RESIGN

Finding it impossible to make both ends meet, Mr. Jenkins asked the State Department to transfer him, frankly stating his reasons for the request. Being without influential friends and a new member of the corps his petition was ignored or overlooked. He found it difficult to make acquaintances or to entertain. His repeated pleas for a change of location bringing no response and not wishing to borrow more money, he sent in his resignation. While the government accepted it, it would not give him money to return home as this was contrary to a decision of the Comptroller. He therefore found himself out of work, without a penny, in a strange land and with a sick wife and baby on his hands. His position was really desperate. About to give up hope, a fortunate circumstance brought him in contact with the head of a large business concern who happened to be in the country at that time who offered him a position at a living salary and the Jenkins family was saved. I know of many other cases almost as bad. What inducement is there, under present conditions, for able men to enter the Consular Service?

NEW YORK'S GOOD SHOWS

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Astor	Young America	A play of high standard	Globe	Chin-Chin	Second season success
Belasco	The Boomerang	Comedy. Notably good company.	Harris	Rolling Stones	A laugh builder
Candler	The House of Glass	Rather transparent drama	Liberty	Under Fire	Stirring war drama
Casino	The Blue Paradise	Tuneful Viennese operetta.	Longacre	The Birth of a Nation	Biggest of the movies
Cohan's	Cousin Lucy	A comedy success.	Palace	The Girl Who Smiles	Sparkling musical comedy
Comedy	Mr. Myd's Mystery	Good farcical play.	Park	First-class Variety	
Eltinge	"See My Lawyer"	Farce comedy	13 Washington Sq.		
Fulton	Some Baby	So-m-e comedy.	Republic	Common Clay	May Irwin—That's all
Gaiety	Just Outside the Door	Good cast in an improbable melodrama	Shubert	The Road to Happiness	William Hodge in wholesome comedy
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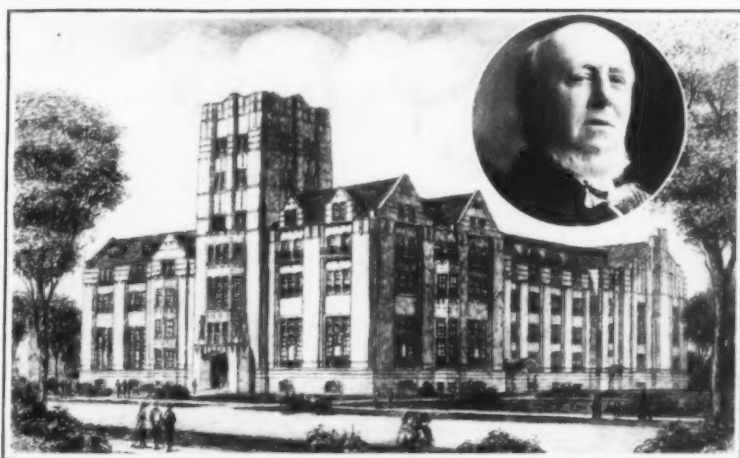
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The Michigan Union is the pivot of undergraduate life at the great university at Ann Arbor and the alumni are going to make an effort during the month of October to collect \$1,000,000 to erect and endow a home for it. The Union has been called the "Melting Pot" of the university, since practically all the men among the students belong to it. Its members come from every State in the Union and from almost every country on earth. The alumni number about 35,000 and organizations in 187 cities have charge of the subscriptions for the new building. Dr. James B. Angell, president emeritus of the university (picture in the insert), said many years ago that the minds and characters of young men in college receive as deep and abiding impressions from mixing with one another as they do from contact with their professors. It is the mission of the Union to make these impressions powerful for good.

HOW TO GET AMERICAN SHIPS

BY ALEX. R. SMITH, EDITOR OF MARINE NEWS

ONE naturally is handicapped, at the outset, in taking issue with James J. Hill, on any question. As the builder of the two largest steamships ever placed under the American flag, naturally his views regarding the merchant marine are entitled to the most careful and serious consideration. Some time after his steamship *Dakota* was wrecked on the coast of Japan, the writer asked Mr. Hill if he would replace her with a new ship. His reply was that he would rather build a thousand miles of railroad than to build another ship, and he has not built another ship.

Mr. Hill pleads for an ocean as free as that described in Byron's "Corsair," an arena where all shall have equal opportunity, and in which the best man should win. There never has been a free ocean or untrammelled opportunity for men to test their relative ability unaided, and that was never so true as now, that is to say, speaking of conditions upon the oceans of the world in normal times. The trade routes of the world are parceled out to groups of lines, known as "conferences," whose rules are absolute. They fix the number of ships that a line shall place in a trade, the number of sailings, rates of freight, amounts of rebate, and they provide for the enforcement of their agreements in a thoroughly binding manner. Shippers learn that if they refuse to use the "conference" ships they lose their rebates, and they are refused accommodation in any of the ships of the "conference" lines, an experience that the late John Arbuckle said at a hearing in Washington cost him \$500,000 in one year, due to his "bucking" the "conference" lines in the Brazil coffee trade.

COMPETING AGAINST BOUNTIES

Nations pay bounties on construction—sometimes of hulls and sometimes of engines also; and they also pay subsidies to mail lines, often admiralty subventions in addition, and naval reserve retainers to the officers and men on the ships enrolled in their "naval reserves." There is no nation in the world where the cost of ships is higher than in the United States; the pay of officers and men under the American flag, be they aliens or Americans, is the highest in the world; and the men in American ships are the best fed afloat. How, then, are unaided American ships to compete, on the seas, with the variously aided ships of foreign countries, ships that have the initial advantage of cheaper construction and cheaper operation, and then construction bounties, mail sub-

sidies and admiralty subventions? It is quite out of the question.

It has been truly said that the United States, the nation, needs an American merchant marine, for auxiliary naval and military purposes—for the purpose of national defense. "As a branch of industry it is valuable," once said Thomas Jefferson, "but as a resource of defense, essential." The way for the United States to secure an American merchant marine is to pay for it, the same as other nations pay for theirs.

An American with capital to invest in shipping upon the seas is not concerned with the nation's need of a merchant marine; he is concerned in the possibilities of profit. Finding it impossible to earn a profit under the American flag, the investor puts his money in ships under foreign flags, and 2,500,000 gross tons of ships were so owned by Americans at the outbreak of the war, and 2,000,000 gross tons are still so owned. Who loses by that operation? Not capital. Not the American investor. But the United States, as a nation, loses, because it is weak, lacking a merchant marine. The shipbuilding materials we possess in abundance, the skill with which to build ships, and the men and the ability to run them—officers and men, are all to be had in the United States.

A MISLEADING NAME

But what do our laws now provide, in the way of an "American" merchant marine? That ships built of foreign materials, in foreign countries, by foreign workmen, commanded, officered and manned by aliens, are entitled to American registry. Even the owners need not be American. Secretary of State Lansing says that our executive authorities cannot look beyond the fact that an American corporation owns the ship. So, a Japanese line of ships might be sold to an American corporation, the Japanese owners taking as their pay the stock in the corporation. Then the Japanese ships, with their Japanese masters, their Japanese officers, and their Japanese crews, would be entitled to come under the American flag, and the ships would be "American."

What I want to see is an American merchant marine of this kind: Ships built in the United States, of American materials, by American workmen, and then the ships owned, commanded, officered and manned by Americans. Then both the ships and men would be useful to the nation as naval and military auxiliaries in time of war.



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THE TRUTH ABOUT ALASKA

(Continued from page 286)

use the available government appropriation of \$1,000,000 in the less expensive work now going on in building toward the coal fields. It is the belief that from Anchorage traffic can proceed by steamer to Seward and thence to other points. Seward would like it better if the government would connect it with the coal fields at once by rail. That must come in time, but it seems the logical thing to do first. But Anchorage is here, and we must await the outcome of what on the surface seems to be rather an unbusinesslike method of procedure.

It was at least satisfying to learn from Mr. J. A. Moore, Special Agent of the Land Office Department, that the Anchorage boom in town lots would not afford real estate sharks an opportunity to swindle the people by offering adjoining plots at extravagant figures as the government has full control of the surrounding area under the forest reserve law. As we sailed out from Anchorage we saw a heavy black line of smoke encircling half the horizon. A forest fire—wasteful, needless, preventable—and we thought of all the talk of forest conservation and the need of deeds not words—of conservation based on common sense.

MORE TOWNS TO COME

There is room in this vast area of productive territory for many Anchorage. There will be another, without doubt, at the point where the government railroad meets the Matanuska coal fields. One of the gainers by the new government railroad promises to be Fairbanks, with its location on the navigable Tanana River, whence one can steam down the wide Yukon to its mouth near St. Michael and thence in a few hours across Norton Sound to Nome, the golden city of the Arctic. Anchorage has a wide-awake little eight-page weekly, edited by L. F. Shaw, the *Cook Inlet Pioneer*, two second-hand shops, three pool halls, seven cigar stores, one bottling works, about 50 stores but no school or church. Give it time. The present tent city is to move to the new town site located on a fine rise of ground. This will leave room for the railroad yards and other government improvements. Drillings are being made in the muddy bottom lands of the inlet for a wharf. It is rumored that an expensive dock 1,000 feet out to deep water is contemplated. Should the money of the people be spent in such a doubtful experiment? The harbor has an average tide of 30 to 40 feet and, after the winter break-up, the rapid tide sweeps along huge drifts of ice. Time for mature consideration should be taken. I call this matter especially to the attention of Secretary Lane, whose intent in opening Alaska is, I believe, sincere and most commendable. Mines are being opened in the territory north of Anchorage, there is profitable fishing and plenty of lumber. It is said that 300 settlers have recently taken up homesteads in

the region about and along the railroad extension.

The *Watson* went out of her way on our trip to pick up the crew of 24 of the freight steamer *Bertha*, which lay a burned wreck on the beach at Ugak on the western shore of Kodiak Island. The fate of this vessel once more illustrates the disgraceful lack of government safeguards of Alaska's navigation.

Congress year after year refuses to make any but the most meager appropriations for the survey of Alaska's waters, some years granting a meager \$60,000, but it is always grudgingly given. A million dollars could be well spent to lessen the chance of disaster and the cost of navigation to owners, shippers, and merchants, in a territory where commerce is constantly increasing. It needs liberal treatment at this time, especially, when its splendid resources are struggling for development. It is shameful that its coast line of 22,000 miles is so inadequately charted.

If the sand bar on which the *Bertha* ran had been marked properly by a buoy or any kind of an aid to navigation the vessel would not have been lost. When it struck it sprang a leak and the water, reaching barrels of lime in the hold, caused combustion. Captain Glasscock quickly beached his vessel and its fate was sealed with no loss of life but a property loss of \$50,000. Obviously no blame can rest upon the commander of a boat lost under such exasperating conditions. Captain Jensen of the *Watson*, one of the most experienced navigators of Alaskan waters, deprecates the lack of safeguard of the navigation of its inland waters. He said there was only one good light and fog signal all the way from Juneau to Unimak Pass, a distance of about 1200 miles, although another was being provided at Cape St. Elias.

DEPEND ON THEMSELVES

The infrequency of shipwrecks with loss of life on the Alaskan Coast is due to the skill of the navigator rather than to government precaution.



ODD WATER SUPPLY
Patrons pay twenty-five cents a week for water from this pump at Anchorage.

I was told at Ketchikan of the recent discovery by the government survey of a most dangerous rock in the very pathway of the steamers. They had fortunately missed it because they passed over it during high tides. It had never been charted but is now on the map. Surely when we spend \$16,000,000 on a single battleship we should be able to use one-sixteenth of the amount for the protection of life and property on the Alaskan Coast. This has long been a sore point with the residents of Alaska, whose lives are imperiled by unnecessary dangers of the seas as they go and come from the States. The increasing shipping to Alaskan ports has made better lighthouse service imperative for a number of years past, but Congress has failed to provide the necessary funds for this great territory.

This story of Alaska's riches and opportunity will be continued in the next issue.

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POVERTY OF WEALTH

BY DALE H. CARNAGEY

IN THE ability to possess the things that are worth while the difference between the millionaire and the day laborer is slight. Money can purchase a great variety and richness of food, but only four ingredients are necessary for perfect nutrition—grain, oil, acid, greens. Men dig their graves with their forks. Overeating is undermining our health. The Greek athletes, the finest specimens of manhood the world ever produced, lived upon bread, fruit, cheese and wine.

A great abundance of food does not make a great nation. The invincible Roman legions lived for days at a time on wheat which they gathered and ate as they marched. The richest men of the earth dine as frugally as mortar mixers. Andrew Carnegie could afford to send vessels to every land to gather its delicacies for his table; his favorite dish is oatmeal. Frank Vanderlip, head of the City National Bank of New York, could employ a legion of chefs to procure epicurean feasts for his delight; Vanderlip eats only two meals a day. The Duke of Wellington who defeated Napoleon at Waterloo could have dined on ambrosia and nectar; he sometimes feasted his guests, but he limited his eating to a boiled potato and a chop. Some authorities state that Napoleon's defeat at Waterloo was due to an acute attack of indigestion.

It does not require wealth to purchase the ideal amount and kind of food. The man with a million at his command should not spend any more for food than a cabinet maker. Many a man can trace his physical ills to the day when prosperity began to load his table with luxuries. Plato said the names physicians designated diseases by showed that their patients had over-eaten and underworked.

IDLENESS A CURSE

Wealth can purchase idleness, but that is a curse. Work is one of the greatest blessings of mankind. When men come to realize that the great reward for labor is the consciousness of work well done instead of the amount of wage received, we shall have ascended one plane nearer to happiness. The men who can afford idleness seldom want it. No Lincoln, Carlyle or Washington ever watched the clock. Edison labors 18 hours a day, not because of the final reward that it will bring, but because

of the happiness he finds in it. Michael Angelo when painting his immortal pictures in the Sistine Chapel worked with such enthusiasm that for weeks at a time he never removed his clothing. Walter Scott arose at five in the morning and wrote some of his novels when he was employed as a clerk. Ruskin uttered a great truth when he said, "If you want knowledge you must toil for it; if food, you must toil for it; if pleasure, you must toil for it; toil is the law."

A THING YOU CAN'T BUY

If you have wealth you can purchase one hundred outfits of wearing apparel, but you can only wear one at a time. Socrates never owned but one pair of shoes, but his name is immortal. If you have wealth you can purchase beautiful paintings and adorn your home with statues. That wouldn't bring you happiness. If you have wealth you can purchase furniture inlaid with gold and upholstered with fine fabrics. That doesn't mean contentment. When Thoreau lived by Walden Pond he found a stone one day that he fancied and used it for a chair, but rolled it away later.

If you have wealth you can purchase a great park and erect a splendid mansion, but tradition tells us that there was a very happy man who lived in a tub, and when the King came to see him and asked what he could desire from the King, Diogenes replied, "That you would step from between me and the sun." If you have wealth you can possess an organ with golden pipes, but Beethoven composed his immortal symphonies on a cheap harpsichord. If you have wealth you can equip a luxurious studio, but Turner painted in a garret and mixed his colors in a broken tea cup.

Money can purchase copies of Sir Joshua Reynolds, but God gives the sunset away free. Money can employ musicians to perform for a private concert, but the song of the lark in the tree and the music of children's laughter is for the millionaire and the poor man alike. Wealth cannot purchase the great things of life. It cannot buy a contented mind and a serene life. It cannot purchase goodness and beauty. It will not afford loving memories of days that are past, or the smile of a true friend, or a mother's love. The great things of life are not to be bought and sold in the market places.

HELPING THE COTTON GROWERS

THE Texas Bankers' Association, of which Joseph Hirsch is president, has taken an active interest in solving some of the problems that have confronted the cotton growers of the State since the world war demoralized the cotton market. The State association was well represented at the conference of cotton States bankers held at Galveston in August, and the plan of action endorsed by it was favorably received by the conference.

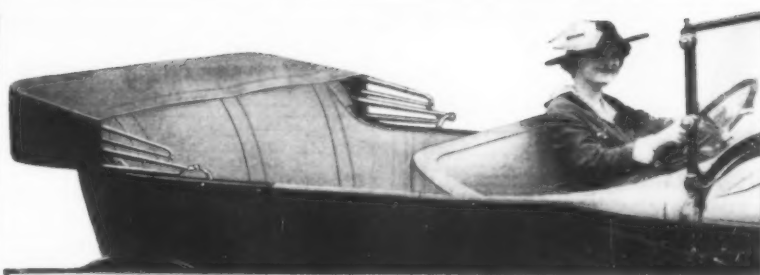


JOSEPH HIRSCH
Of Corpus Christi, president of
the Texas Bankers' Association.

Gradual marketing of the cotton crop instead of throwing it all on the market within two months after it is made, is the solution offered and to make this possible additional warehouse facilities must be provided. Cotton stored on the plantation deteriorates from two to five dollars a bale, and moreover, it is not an asset on which money can readily be borrowed. Cotton in a warehouse, however, does not lose in value and any bank will advance money on warehouse receipts. The urgent need of money is frequently the reason why the cotton

planter sacrifices his crop when prices are low. Most planters borrow money while their crop is growing, and give notes due when the harvest is over. For this reason they have to sell quickly to meet their obligations. If they could warehouse their cotton and borrow money on it they might, frequently, realize several cents more a pound than is possible in the early fall. To make this possible the Texas Bankers' Association started a campaign for more warehouses, and by September 1st had the satisfaction of seeing the State's warehouse facilities increased by 250,000 bales. At the same time the farmers were being educated to make use of the new warehouses.

At the conference of bankers in Galveston it was suggested that some action should be taken to reform the method of financing planters by loaning money so that it would not all fall due just after the cotton crop is picked, and in other ways adapting financial customs to prevailing business conditions in the cotton country.



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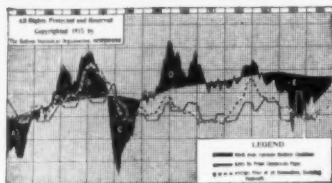
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JASPER'S HINTS TO MONEY-MAKERS



MOVING CANADA'S WHEAT CROP TO MARKET

A view of the Canadian Pacific freight yards in Winnipeg during the congestion that begins with the shipment of the Western Canadian grain crop. This road moves more grain than any other in the world. Crops this year are good, not only in Canada but in the Western United States, and business will be correspondingly stimulated.

NOTICE.—Subscribers to LESLIE'S WEEKLY at the home office, 225 Fifth Avenue, New York, at the full cash subscription rates, namely, five dollars per annum, are placed on what is known as "Jasper's Preferred List," entitling them to the early delivery of their papers and to answers in this column to inquiries on financial questions having relevancy to Wall Street, and, in emergencies, to answer by mail or telegraph. Preferred subscribers must remit directly to the office of LESLIE-JUDGE Company, in New York, and not through any subscription agency. No additional charge is made for answering questions, and all communications are treated confidentially. A two-cent postage stamp should always be inclosed, as sometimes a personal reply is necessary. All inquiries should be addressed to "Jasper," Financial Editor, LESLIE'S WEEKLY, 225 Fifth Ave., New York.

OCCULT influences some times seem to effect the stock market. Those who think that everything in Wall Street is a gamble are mistaken. Those who operate with this idea in view are losers. Those who buy and sell stocks as they would any other commodity are seldom losers if their judgment is good and their operations conservative.

How many speculators in Wall Street felt apprehensive because the enormous cost of the war in Europe was discounting the foreign exchanges? How many believed that the panicky decline in the value of the English pound sterling brought with it forebodings to Wall Street? But it did.

It is an old saying that "money makes the mare go." There are those who believe that a lack of money, rather than a lack of men will bring the world's greatest war to a speedy close. Every country heretofore has recognized that the standard of exchange value was the British pound sterling, yet today it is at the lowest discount ever recorded.

During our Great War between the States, Confederate money had a nominal value and the bonds of the United States Government fell to a discount of 50 per cent. At the close of the war, as the Southern Confederacy no longer existed, its obligations were worthless while those of the United States rose beyond par. Now England, facing the tremendous cost of the war and owing at least \$1,000,000,000 to this country for supplies, finds it impossible to pay us in goods or in gold and it does not wish to pay us in depreciated currency.

The question is what shall it do? Shall it offer a Government loan at an attractive rate of interest (probably at least 5 per cent.) to our investors so that Great Britain can use the proceeds to pay off its debts in this country or must it sell back to us the enormous amount of American securities held by its citizens and use the proceeds?

This discloses the real danger that the war invites for it is no secret that in England and France as well as Germany, leading statesmen and newspapers are earnestly urging the holders of American securities to sell them and patriotically invest the proceeds in their own government bonds. This explains the halt in the stock market, for it is fair to believe that on

the recent advance foreigners were selling.

The time had come for a reaction because prices had been pushed up too rapidly and too far, especially prices of some of the so-called "war order stocks" and specialties which the pools were manipulating. If Great Britain, France and Germany should use pressure on foreign holders of American securities to compel them to sell (and this can be done, of course, by the power of taxation which can be exercised to the last extent as a war measure), there might be more stocks than would satisfy the American appetite. I do not anticipate such an unloading as we have had before the Stock Exchange closed, after the international panic on the opening of the war, but there are plenty of operators on Wall Street who have reaped their profits on the bull side and are ready to welcome a campaign on the bear side.

Of course the tension may be relieved quite suddenly in one of several different ways, but until it is relieved, the market will be under pressure. Bankers from both sides of the water are conferring as to the best solution of the difficulty. Those who hold first-class dividend paying securities of an established character need not worry for they have not risen beyond their merits.

If the market should have a decided reaction, stocks would be a purchase, but one should select them with caution. The whole tendency is toward a better outlook for business, not only because of the excellent outlook for the crops, but also because of the enormous balance of trade in our favor and the prosperous condition of a number of our most important industries.

On the next rise of the market we may expect the low-priced share which have thus far gone unnoticed to play a leading part. No real boom in the stock market ever closes until the very low-priced stocks have sympathetically been advanced, but great care must be exercised not to select those liable to reorganization and assessment.

F., Gloucester, Mass.: Lehigh Valley must suffer by the Anthracite Coal decision, and if it is maintained, the continuance of the 10 per cent. dividend will be doubtful.

W., Jamestown, N. D.: M. K. & T. will require considerable financing to put it on its feet and until its status is more clearly defined, it would not be wise to buy additional shares unless the entire market has a reaction.

G., Meadville, Pa.: Pierce Oil is a Standard Oil subsidiary. It has recently been selling at about half the par value of \$25. The operations of its refineries at Vera Cruz and Tampico have been interfered with by the Mexican troubles.

U., Verdon, Neb.: I see no reason why stocks like Rainy Mail Exchange and Hupp Mail Exchange should be preferred to securities sold on exchanges for which a ready market can be found at all times and

(Continued on page 305)

SAFETY

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are afforded by the First Mortgage Serial Bonds we offer you. Denominations \$1,000, \$500 and \$100.

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JASPER'S HINTS TO MONEY-MAKERS

(Continued from page 304)

in which the most successful speculators and investors prefer to operate.

D., Waltham, Mass.: B. & O. Convertible 4½'s are well regarded in view of the fact that the dividends on both classes of its stocks are being paid and earnings increasing.

L. M. N., Cleveland: N. Y. C. & St. L. 2d preferred is not "a good investment" in view of the heavy decrease in earnings reported last year. C. C. C. & St. L. preferred looks better at 65.

P., St. Louis: Triangle Film certificate are far from the investment class. You are putting money in a new enterprise. If it fails, you lose. If it wins, you help some one else to make money, beside yourself.

J. H. C., Los Molinos, Cal.: Southern Pacific Dividends are paid quarterly beginning January 1st. You purchased too late to receive the July dividend but will be entitled to that to be declared October 1st.

C., Houston, Texas: M. K. & T. has a good territory and earnings show a little better, though there has been talk of a readjustment of its finances. If the railroads were given a square deal, M. K. & T. would sell higher.

Allis, Lancaster, N. Y.: Allis-Chalmers is undoubtedly profiting by war orders. Its real success must be based on its regular business. It was well to take profit on the common. The market seems entitled to a reaction.

G., Paterson, N. J.: The stock of the Triangle Film Corporation cannot be called "a safe investment." There is a promise of dividends, if earned. "Safe investments" are found in established securities, with good dividend-paying records.

E., Cass Lake, Minn.: 1. Doyle Con. Mines Co. is decidedly speculative and not "a safe investment." 2. G. N. Ore pays a small dividend and in view of the improvement in the iron market is showing strength. If the Mexican situation were settled, Pierce Oil would improve.

F., Schenectady, N. Y.: American Marconi may have profitable war contracts, but no official statement to that effect has been authorized. The fact that many tips for its purchase are being given out indicates that brokers are seeking a market for it. Most of the war stocks seem too high.

D., Philadelphia: International Paper Pfd. has been paying 2 per cent. dividends, and its reports indicate that these are being earned. The company is pretty heavily capitalized, but it has an excellent management and in any general improvement in business should have its share.

L., Hartsdale, N. Y.: The best California oil stock to buy and the safest is Standard Oil of California. I have called attention to this for a year past. Meanwhile the price has steadily risen, until now it is about 300. It pays 10 per cent, but has a large surplus which means additional dividends some day.

L., New York: The Ellis Steel Cushion tire stock does not look like an investment. The large tire companies with their millions of capital have endeavored to solve the tire problem, but it is a difficult thing to find a substitute for air. If it can be found, the large companies are in better shape to pay for the process than any one else.

S., Danville, Pa.: Except in view of the possibilities of a sympathetic advance in the low-priced stocks, contingent on a continued advance in the general market, American Hide and Leather Com. has no attraction. There is no prospect of dividends because accumulated dividends on the preferred amount to over 100 per cent.

K., Waverly, N. Y.: Earnings of American Ice this year have not been up to expectations. The company's credit is good and it ought to earn a fair return for the stock. It has had such an unfortunate experience in the hands of speculators in the past that it has not been attractive either to speculators or investors, and probably will not be until it has a more wide-awake, aggressive management.

G., Pittsburg, Pa.: Kennecott Copper undoubtedly is a very valuable property, but greater safety for a young man seeking an investment will be found in well established railway and industrial securities, of the dividend paying class. Among these are Union Pacific, Atchison and Southern

Pacific, Corn Products Pfd., American Sugar Pfd., and the best of the Standard Oil stocks.

S., New York: Union Bag & Paper Common around 7 offers a fair field for speculation because the company is increasing its earnings and putting itself in better shape. There is no prospect of dividends on the Common and probably not on the Preferred for years to come. An upward movement in the stock market would favorably affect all the low-priced securities, both on the curb and the exchange, that had anything tangible behind them and most of those on your list have.

G., Binghamton, N. Y.: In a market such as we have recently had with more or less excitement over the sudden rise in certain war stocks, speculators do not hesitate to circulate the most sensational rumors. If officials would print the facts and figures to show what these concerns are doing it would not be difficult to form an estimate of the value of the shares. As it is, one must speculate on the chance of knowing the truth. Most of the war stocks look too high.

G., Troy: The American Smelters' Securities Company is controlled by the American Smelting and Refining Company. The latter company's preferred is 7 per cent. cumulative. The 6 per cent. cumulative preferred, about which you inquire was issued by the American Smelters' Securities Company. American Smelters' Securities preferred "A" dividend amounting to about \$1,000,000 was entitled to preference on about \$4,000,000 net earnings, whereas the American Smelting & Refining preferred dividend of \$3,500,000 was entitled to first preference on earnings of only \$5,000,000. Thus the ratio for the Securities Preferred was about 4 to 1 as compared to 1½ to 1 for the Refining Preferred. In view of these facts it is claimed that the Securities Preferred "A" stock is in a much stronger position than the American Smelting & Refining Preferred.

New York, Sept. 9, 1915

JASPER.

SPECIAL CIRCULARS OF INFORMATION

Readers who are interested in informing themselves regarding the New York Stock Exchange, its methods and controlling influences, and who desire to secure booklets, circulars of information, daily and weekly market letters and information in reference to particular investments in stock, bonds or mortgages, should scrutinize the announcements by advertisers on the financial pages, offering to send, without charge, information compiled with care and often at much expense. Readers should feel free to send a letter or a postal card for any information they may desire from the following sources:

Those who are interested in U. S. Light & Heating, Common and Pfd., can deal in them through Slattery & Co., Investment securities, 40 Exchange Pl., New York.

Motion Picture Securities paying dividends can be bought through the Motion Picture Securities Co., 27 Williams Street, New York. Write to this company for its "Dividend List No. 51."

Seven per cent. first farm mortgages in amounts of from \$300 upward have been sold for many years by the Aurelius Swanson Co., 28 State National Bldg., Oklahoma City, Okla. Write them for a list and bank references.

Corn Belt Farm mortgages, paying 6 per cent. are highly recommended by the Covert Abstract Co., mortgage bankers, Houston, Mo. This company invites correspondence from investors. It attends to the payment of taxes and all details.

Prices of stock exchange, Standard oil and curb securities with information regarding dividends and earnings will be found in the revised edition of the "Investors' Guide" of 270 pages. A copy will be sent free to any investor who will write to Latrobe & Co., 111 Broadway, New York, for it.

The easiest way to save money is by keeping it employed at good interest. The Salt Lake Security & Trust Co., Salt Lake City, Utah, highly recommends its secured certificates in small and large amounts to those who wish to get 6 per cent. on their funds. A free booklet of information will be sent on application to the above trust company.

Conservative investors seeking safety first and having from \$100 to \$10,000 for investment in first mortgage 6 per cent. bonds are invited to communicate with S. W. Straus & Co., mortgage and bond bankers, Straus Bldg., Chicago, and 1 Wall Street, New York, a house that has been founded for over thirty years. Write to Straus & Co. for their "Circular H. No. 601."

The plan of diversifying one's investments so as to have shares of different classes of securities rather than all of one kind can be carried out very readily by purchasing a few shares each of various attractive stocks through brokers making a specialty of odd lots. John Muir & Co., members New York Stock Exchange, 61 Broadway, New York, have done this for many years. Write to them for their free "Booklet D." on "Odd Lot Trading."



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LATE NEWS IN PICTURES



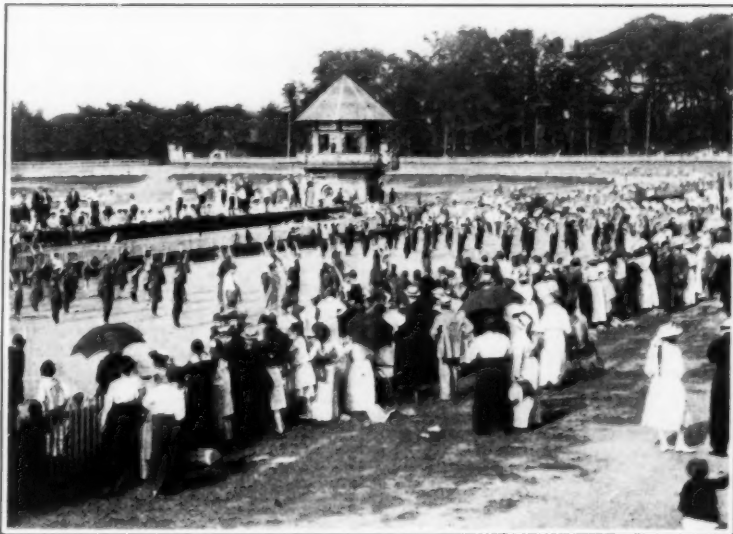
TERRIFIC CLOUDBURST FLOODS NEW YORK TOWNS

Ellenville, N. Y., was devastated by a cloudburst, and several houses were wrecked, while many of the streets were changed into raging torrents as shown in the picture. The towns of Middletown and Parkville, N. Y., were also visited by cloudbursts and damaged to the amount of \$50,000. Hanover, Pa., was devastated by a tornado on the same day.



THOUSANDS OF SOLDIERS FLOODED OUT

The Gulf storm that swept the coast of Texas last month was one of the worst ever known in that section. This view of the army post at Texas City gives some idea of devastation wrought there. Ten soldiers were killed and the property loss was heavy. The War Department may move the post from Texas City, as the location has been condemned in a report by General Bell.



ROMPER DAY IN ALLENTOWN, PA.

Thanks to the generosity of Colonel Harry C. Trexler, the school children of Allentown, Pa., have a grand holiday just before school reopens. This year 5,500 of them, under 15 years of age, were taken to the fair grounds in special trolley cars and liberally supplied with ice cream, peanuts, frankfurters, pretzels and soft drinks. The playgrounds of the city furnished athletic teams and championships were decided during the day, which is known locally as Romper Day.

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In comic art particularly, the clever caricature depends altogether on a proper understanding of *what* to emphasize and *what* to omit, and this knowledge can only be had through instruction. You cannot become a skilled artist without instruction any more than you could be a finished musician and play only by ear. Men are born with genius, but art is the practical and skilful application of natural ability.

We send you this instruction by mail and your individual training comes under the personal direction of Mr. Grant E. Hamilton, an artist of international reputation. This school has been established eleven years and has developed many first-class illustrators who are now earning good incomes from their art.

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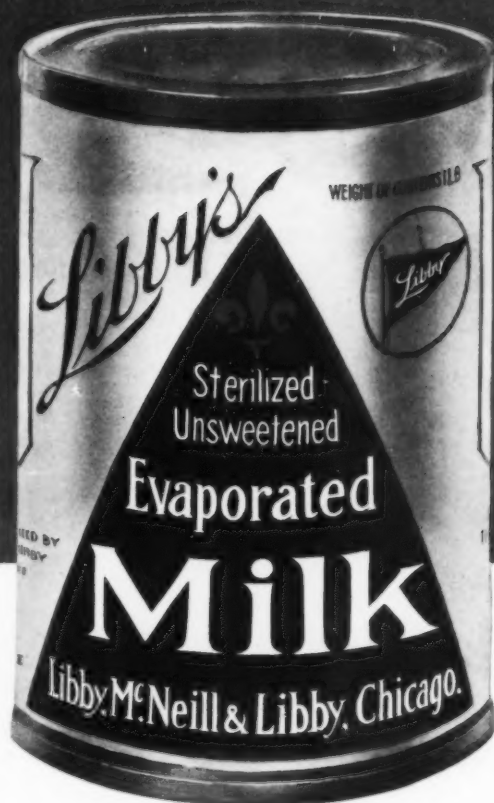


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Milk**

Until you have *tried* Libby's Milk it is really hard to realize the disadvantages of the old fashioned way of buying milk in bottles. *After* you have tried Libby's you will wonder how you ever got along without it.

Libby's Milk is pure, rich milk from modern, sanitary dairies made more than twice as rich by a simple, scientific method of evaporation—then *sterilized* and packed in hermetically sealed cans.

Buy it by the can, the dozen or the case—it will keep indefinitely until it is opened and much longer than bottled milk *after* it is opened. Use it thick and rich just as it comes from the can for every purpose for which you would ordinarily use cream or add an equal quantity of water for drinking or when your recipe calls for milk. In addition to its other advantages the use of Libby's Milk means a decided economy. Try it for a week—*this week*—and see.

Vanilla Wafers

$\frac{1}{3}$ cupful butter and lard in equal proportions	2 cupsful flour	2 teaspoonsful vanilla
1 cupful sugar	2 teaspoonsful baking powder	$\frac{1}{8}$ cupful Libby's Evaporated Milk mixed with $\frac{1}{8}$ cupful water
$\frac{1}{2}$ teaspoonful salt	1 egg	

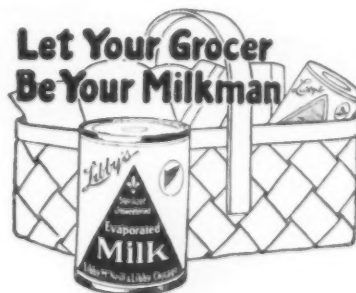
Cream the butter, add sugar, egg well beaten, milk mixed with water, and the vanilla. Roll out on thin floured board, cut out with biscuit cutter and bake on buttered tins in a quick oven.

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